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Washington, Thursday, May 29, 1941

The President

PROCLAIMING THAT AN UNLIMITED NATIONAL EMERGENCY CONFRONTS THIS COUNTRY, WHICH REQUIRES THAT ITS MILITARY, NAVAL, AIR AND CIVILIAN DEFENSES BE PUT ON THE BASIS OF READINESS TO REPEL ANY AND ALL ACTS OR THREATS OF AGGRESSION DIRECTED TOWARD ANY PART OF THE WESTERN HEMISPHERE

BY THE PRESIDENT OF THE UNITED STATES
OF AMERICA

A PROCLAMATION

WHEREAS on September 8, 1939 because of the outbreak of war in Europe a proclamation¹ was issued declaring a limited national emergency and directing measures "for the purpose of strengthening our national defense within the limits of peacetime authorizations",

WHEREAS a succession of events makes plain that the objectives of the Axis belligerents in such war are not confined to those avowed at its commencement, but include overthrow throughout the world of existing democratic order, and a worldwide domination of peoples and economies through the destruction of all resistance on land and sea and in the air, AND

WHEREAS indifference on the part of the United States to the increasing menace would be perilous, and common prudence requires that for the security of this nation and of this hemisphere we should pass from peacetime authorizations of military strength to such a basis as will enable us to cope instantly and decisively with any attempt at hostile encirclement of this hemisphere, or the establishment of any base for aggression against it, as well as to repel the threat of predatory incursion by foreign agents into our territory and society,

NOW, THEREFORE, I, FRANKLIN D. ROOSEVELT, President of the United States of America, do proclaim that an unlimited national emergency confronts

this country, which requires that its military, naval, air and civilian defenses be put on the basis of readiness to repel any and all acts or threats of aggression directed toward any part of the Western Hemisphere.

I call upon all the loyal citizens engaged in production for defense to give precedence to the needs of the nation to the end that a system of government that makes private enterprise possible may survive.

I call upon all our loyal workmen as well as employers to merge their lesser differences in the larger effort to insure the survival of the only kind of government which recognizes the rights of labor or of capital.

I call upon loyal state and local leaders and officials to cooperate with the civilian defense agencies of the United States to assure our internal security against foreign directed subversion and to put every community in order for maximum productive effort and minimum of waste and unnecessary frictions.

I call upon all loyal citizens to place the nation's needs first in mind and in action to the end that we may mobilize and have ready for instant defensive use all of the physical powers, all of the moral strength and all of the material resources of this nation.

IN WITNESS WHEREOF I have hereunto set my hand and caused the seal of the United States of America to be affixed.

DONE at the City of Washington this twenty-seventh day of May, in the year of our Lord nineteen hundred [SEAL] and forty-one, and of the Independence of the United States of America the one hundred and sixty-fifth.

FRANKLIN D. ROOSEVELT

By the President:

CORDELL HULL,
Secretary of State.

[No. 2487]

[F. R. Doc. 41-3808; Filed, May 28, 1941;
9:45 a. m.]

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¹ 4 F.R. 3851.



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EXECUTIVE ORDER

RESTRICTING THE ELIGIBILITY OF FEDERAL EMPLOYEES TO TAKE CIVIL SERVICE EXAMINATIONS AND TO BE CERTIFIED

By virtue of the authority vested in me by the Civil Service Act (22 Stat. 403), and by section 1753 of the Revised Statutes of the United States (U.S.C., title 5, sec. 631), and in view of the present emergency conditions, the Civil Service Commission is hereby directed to refuse examination to any person who is, or who has been within three months of the date of the examination, employed in the civilian executive branch of the Federal Government, or to certify any such person who is on the eligible register of the Commission, unless such person submits the written assent of the department or office in which he is or has been employed to his taking such examination or to his being so certified. Such assent shall be based solely upon the finding, after due consideration, by such department or office that the person can render better service for the Government in the position for which the examination is held or for which certification is requested.

This order shall continue in effect until the Congress or the President declares that the present emergency has ceased to exist.

FRANKLIN D. ROOSEVELT

THE WHITE HOUSE,

May 27, 1941.

[No. 8760]

[F. R. Doc. 41-3820; Filed, May 28, 1941; 11:10 a. m.]

Rules, Regulations, Orders

TITLE 7—AGRICULTURE

CHAPTER VIII—SUGAR DIVISION OF THE AGRICULTURAL ADJUSTMENT ADMINISTRATION

PART 802—SUGAR DETERMINATIONS

DETERMINATION OF FARMING PRACTICES TO BE CARRIED OUT IN CONNECTION WITH THE PRODUCTION OF THE 1941 CROP OF SUGARCANE IN THE MAINLAND CANE SUGAR AREA

Pursuant to the provisions of section 301 (e) of the Sugar Act of 1937, as amended, I, Paul H. Appleby, Under Secretary of Agriculture, do hereby make the following determination:

§ 802.23c *Farming practices in connection with the production of the 1941 crop of sugarcane in the mainland cane sugar area—(a) Soil-building requirement.* The conditions prescribed in subsection (e) of section 301 of the Sugar Act of 1937, as amended, shall be deemed to have been fulfilled with respect to the production of the 1941 crop of sugarcane for sugar on any farm in the mainland cane sugar area if there is carried out in 1941, on land on the farm which is adapted to the production of sugarcane for sugar, an acreage of soil-building practices equal to not less than 30 per

centum of the acreage of sugarcane for sugar growing on the farm for harvest in 1941.

(b) *Approved practices.* (1) Each acre of the following shall be counted as one acre of soil-building practices:

(i) Seeding winter legumes.

(ii) Plowing or disking under a good stand and good growth of a green manure crop, or cover crop (excluding lespedeza, peanuts hogged off, and non-leguminous cover crops).

(iii) Turning under a good stand and good growth of summer legumes (excluding peanuts, lespedeza, and summer legumes used as truck crops) NOT interplanted or grown in combination with row crops such as corn.

(2) Each two acres of the following shall be counted as one acre of soil-building practices:

(i) Turning under a good stand and good growth of summer legumes (excluding peanuts, lespedeza, and summer legumes used as truck crops) interplanted or grown in combination with row crops, such as corn, provided the summer legume occupies at least one-third of the land.

(3) Each of the following practices in the amounts specified shall be counted as one acre of soil-building practices if applied to a full seeding of winter legumes.

(i) Application of 300 pounds of 16-percent superphosphate (or its equivalent) to, or in connection with the seeding of, winter legumes.

(ii) Application of 500 pounds of basic slag or rock phosphate (including Colloidal phosphate) to, or in connection with the seeding of, winter legumes.

(4) Each one and one-half acres of land the top soil of which is combustible (determined as such by the State Agricultural Conservation Committee) on which there are carried out the practices specified in paragraphs B, C, D, and E of Amendment 3 to Southern Region Bulletin 101, issued June 11, 1937, for protecting the soil against fire, assuring adequate drainage, and preventing soil oxidation and subsidence, shall be counted as one acre of soil-building practices: *Provided, however,* That there shall be carried out on such land on the farm such other practices as are recommended for the farm by the County Agricultural Conservation Committee, and approved by the State Agricultural Conservation Committee, for protecting the soil against fire, assuring adequate drainage, preventing soil oxidation and subsidence, and otherwise preserving and improving the fertility of the soil and preventing soil erosion, such practices to be consistent with reasonable standards of the farming community in which the land is located.

(c) *Standards of performance.* The soil conserving practices shall be carried out on the farm in accordance with farming methods commonly used in the community in which the farm is located

and in accordance with specifications approved by the Director of the Southern Division of the Agricultural Adjustment Administration. (Sec. 301, 50 Stat. 910; 7 U.S.C., 1131)

Done at Washington, D. C., this 28th day of May, 1941. Witness my hand and the seal of the Department of Agriculture.

[SEAL]

PAUL H. APPELEY,
Under Secretary.

[F. R. Doc. 41-3822; Filed, May 28, 1941;
11:12 a. m.]

TITLE 9—ANIMALS AND ANIMAL PRODUCTS

CHAPTER II—AGRICULTURAL MARKETING SERVICE

PART 204—POSTED STOCKYARDS AND LIVE POULTRY MARKETS

NOTICE RELATIVE TO WHITEWOOD SALES COMPANY, WHITEWOOD, S. D.¹

MAY 27, 1941.

Notice to H. F. Hockett, d/b/a Whitewood Sales Company, at Whitewood, South Dakota.

Notice is hereby given that after inquiry, as provided by section 302 (b) of the Packers and Stockyards Act, 1921 (7 U.S.C. sec. 202 (b)), it has been ascertained by me that the stockyard known as the Whitewood Sales Company at Whitewood, South Dakota, is subject to the provisions of said Act.

The attention of stockyard owners, market agencies, dealers, and other persons concerned is directed to sections 303 and 306 (7 U.S.C. Secs. 203 and 207) and other pertinent provisions of said Act and the rules and regulations issued thereunder by the Secretary of Agriculture.

[SEAL]

GROVER B. HILL,
Assistant Secretary of Agriculture.

[F. R. Doc. 41-3821; Filed, May 28, 1941;
11:12 a. m.]

TITLE 10—ARMY: WAR DEPARTMENT

CHAPTER II—AIRCRAFT

PART 21—USE OF ARMY AIRCRAFT²

§ 21.10 *Accidents and forced landings; damage to persons or to private property.* (a) In case of damage to private property the flight commander, or if the flight commander is incapacitated, the senior individual surviving, or if all members of the crew are incapacitated, the first officer arriving at the scene of the accident, will—

(1) Interview the owner of the property as promptly as possible to ascertain

¹ Modifies list posted stockyards 9 CFR 204.1

² § 21.10 is added.

whether or not a claim for damages will be presented.

(2) Secure statement on W.D., A.C. Form No. 17 (Damage to Property Certificate), signed by the owner as to whether a claim will or will not be made, in accordance with detailed instructions issued by the Chief of the Air Corps.

(3) Secure from witnesses as many affidavits as possible concerning the cause, nature, and extent of the damage.

(b) (1) Owners or administrators of damaged property will be informed that the Government is responsible only for damage done by the aircraft or incident to its repair or removal.

(2) A claim for damage done by spectators, or persons not authorized by the Government to visit the scene, will not be allowed. It is the duty of the owner and not the Government to protect his property from intruders.

(c) The foregoing provisions of this paragraph apply also to damages to persons in so far as applicable. (R.S. 161; 5 U.S.C. 22) [Par. 7, AR 95-120, Apr. 23, 1931, as amended by C-2, Jan. 11, 1937]

[SEAL]

E. S. ADAMS,
Major General,
The Adjutant General.

[F. R. Doc. 41-3803; Filed, May 28, 1941;
9:42 a. m.]

CHAPTER VII—PERSONNEL

PART 77—MEDICAL AND DENTAL ATTENDANCE¹

§ 77.15 *Persons who may be admitted to Army hospitals—(a) General.* When suitable facilities for hospitalization are available, sick and injured persons are enumerated in (b) below may be admitted to Army hospitals, except that admissions to the Army and Navy General Hospital, Hot Springs, Ark., and to the Fitzsimons General Hospital, Denver, Colo., will be governed by special provisions relating to those hospitals, as published in §§ 77.24 and 77.27, respectively.

(b) *List.* (1) Officers, Army nurses, warrant officers, cadets of the United States Military Academy, pay clerks, and enlisted men in the Army; also contract surgeons serving full time. The admission of retired personnel on inactive status will be limited to cases which in the judgment of the commanding officer of the hospital will be benefited by hospitalization for a reasonable time. Those requiring merely domiciliary care by reason of age or chronic invalidism will not be admitted. Officers of the Emergency Officers' Retired List are not admissible except under the provisions of (12) below.

(2) Members of the Officers' Reserve Corps and of the Enlisted Reserve Corps of the Army who suffer personal injury or contract disease in line of duty while on active duty under proper orders, or who are injured in line of duty while

¹ §§ 77.15 to 77.21 and §§ 77.24 and 77.27 are added.

voluntarily participating in aerial flights in Government-owned aircraft by proper authority as an incident to their military training, but not on active duty, or readmitted under proper authority for further treatment of the same.

(3) Officers, warrant officers, and enlisted men of the National Guard who suffer personal injury or contract disease in line of duty while en route to or from or during attendance at encampment, maneuvers, or other exercises or at service schools, under the provisions of sections 94, 97, and 99 of the National Defense Act of June 3, 1916, as amended, or who suffer personal injury in line of duty when participating in aerial flights prescribed under the provisions of section 92 of the National Defense Act, as amended, and members of the National Guard of the United States who suffer injury or contract disease in line of duty while on active duty under proper orders; or readmitted under proper authority for further treatment thereof. Hospitalization must be authenticated in each case by the National Guard Bureau, subject to the report of a line of duty board convened by the camp or school commander or the State adjutant general.

(4) Members of the Reserve Officers' Training Corps and members of the Citizens' Military Training Camps who suffer personal injury or contract disease in line of duty while en route to or from or during their attendance at camps of instruction under the provisions of the National Defense Act of June 3, 1916, as amended, or are readmitted under proper authority for further treatment of the same.

(5) Officers, commissioned warrant officers, warrant officers, and enlisted men of the Navy or Marine Corps, and members of the Navy Nurse Corps, in active service or on the retired list (inactive status), including enlisted men transferred to the Fleet Naval Reserve after 16 or more years of service, as follows:

(i) *In active service.* On the request of their immediate commanding officers, or, their commanding officers not being present, on their own request if the commanding officer of the hospital concerned consider their admission necessary.

(ii) *On inactive status.* On the request of the proper representatives of the Navy Department, or on their own request if their admission be deemed necessary by the commanding officer of the hospital concerned.

The admission of patients requiring merely domiciliary care by reason of age or chronic invalidism is not authorized.

(6) The wife and dependent children of officers, warrant officers, and enlisted men, and other dependent members of the family when residing with such persons, provided they are not legally dependent upon an individual not in the military service, requiring hospital treatment or isolation, when suitable accommodations for their care are available. Application in each case will be made to

the commanding officer of the hospital concerned by the officer, warrant officer, or enlisted man with evidence satisfactory to him showing the relationship, dependency and residence and also the nature of the illness and the need for hospital treatment. Dependents of military personnel should not undertake travel to a military hospital without first ascertaining whether and when accommodations will be available. If the case is under the care or within the province of an attending surgeon of the Army, the application will be made by him; otherwise it will be made direct.

(7) Civilian employees compensable by the United States Employees' Compensation Commission who suffer personal injury while in the performance of official duty, or who acquire a disease as a natural result of such injury, or who acquire an occupational disease in the performance of official duty, are entitled to hospitalization or treatment in conformity with circular letters issued from time to time by The Surgeon General.

(8) Any civilian employed at a military station and paid from a post exchange, mess, company, or similar unit fund, provided civilian hospital service is not available.

(9) Recently discharged soldiers needing hospital treatment who arrive in the United States on Government transports may be sent to one of the military hospitals in the vicinity of the port of debarkation, and commutation of rations drawn for them while undergoing treatment.

(10) A civilian seaman or river boatman, only on permit issued by a medical officer of the United States Public Health Service or by a customs officer, unless his condition demands immediate relief, when, in the discretion of the station commander, he may be admitted in advance of the receipt of the permit.

(11) Red Cross field directors and other officially recognized welfare workers on duty at military stations for treatment on the status of officer patients.

(12) Beneficiaries of the United States Veterans' Administration may be admitted in limited numbers to certain designated Army hospitals upon request of the proper representatives of that agency.

(13) Prisoners of war, persons undergoing internment, and other persons in military custody or confinement.

(14) Civilians not in the public service (other than those enumerated above) only in case of extreme necessity, and by permission of the station commander on written application of the surgeon.

(15) Such other persons as may be designated by the Secretary of War.*† [Par. 6]

* §§ 77.15 to 77.21 issued under authority contained in R.S. 161; 5 U.S.C. 22.

† The source of §§ 77.15 to 77.21, inclusive, is AR 40-590, Nov. 21, 1935, as amended by C-3, Oct. 14, 1939; Cir. 32, W.D., Mar. 25, 1940; Cir. 35, W.D., Apr. 5, 1940; Cir. 39, W.D., Apr. 11, 1940; Cir. 40, W.D., Apr. 12, 1940; Cir. 45, W.D., Apr. 29, 1940; Cir. 153, W.D., Dec. 16, 1940; Cir. 26, W.D., Feb. 12, 1941, and Cir. 95, W.D., May 12, 1941.

§ 77.16 *Disposition of patients*—(a) *General.* Unless directed by higher authority, the commanding officer of a hospital will not order a patient discharged or transferred from the hospital until, in such commanding officer's opinion, the discharge or transfer in question would not endanger the life of the patient concerned. The commanding officer may appoint a board composed of three or more medical officers, to be known as a disposition board, to advise him in such cases as he considers necessary. The report of the disposition board will be forwarded with his recommendation to higher authority in appropriate cases. For disposition of the insane see §§ 76.1 and 76.2.

(b) *Discharge.* (1) Persons other than those in the public service will, in the discretion of the commanding officer of the hospital, be discharged from hospital upon completion of hospital treatment.

(2) Civilians admitted to Army hospitals as patients must in all particulars conform to the rules and regulations governing the operation of such hospitals, and, in the event of failure or refusal to comply therewith, the patient at once becomes liable to discharge from the hospital in the discretion of the commanding officer. A patient so discharged from hospital for disregard or disobedience of rules and regulations will be refused admission thereto or to any other Army hospital within 90 days after such discharge, except when in the opinion of the commanding officer earlier admission is necessary to save life or to prevent extreme suffering. Whenever beneficiaries of the United States Veterans' Administration are discharged from hospital under the preceding conditions, the commanding officer of the hospital involved will forward to the Director of the United States Veterans' Administration, through the regional manager, a report giving the reasons for the patient's discharge, together with his full name and address, and condition at the time of discharge.

(c) *Transfer.* Patients may be transferred, upon proper military authority, from one hospital or medical control to another, for observation or to obtain better treatment or hospital accommodations. See AR 40-600.¹

(d) *Discharge of members of civilian components.* Members of civilian components, hospitalized or rehospitalized under provisions of § 77.15 (b) (2), (3) or (4) for personal injury or for disease requiring treatment after expiration of the period of active duty during which contracted, will be brought before boards of medical officers for final disposition when hospital treatment is no longer necessary, or when discharged upon their own request before maximum improvement has been reached. The medical boards acting on cases of individuals remaining in hospital subsequent to completion of the period of active duty in

which their disability was incurred will recommend the final disposition of the patients, and will incorporate in the proceedings the diagnosis, line of duty status, physical condition on completion of hospitalization, statement that further hospitalization is not required, and a concise medical history of the case. If further medical or surgical treatment will be required after return home, the reasons therefor and the probable duration of such treatment will be included in the proceedings. Such treatment as is required after return home will be arranged by the local commanding officer in accordance with § 77.3, and with the approval of the corps area commander. The proceedings of the disposition board will be forwarded in duplicate to the corps area commander, stating the date upon which hospitalization was terminated, and in the case of Reserve personnel will be accompanied by the report of physical examination made by the board on W. D., A. G. O. Form No. 63 (Report of Physical Examination). Any claim for injuries sustained while en route to or from or while at camps of instruction will be acted on by a board of officers convened by the military commander having immediate jurisdiction.*† [Par. 7]

§ 77.17 *Patients' effects*—(a) *General.* These provisions have particular application to and are intended to cover the ordinary requirements of peace-time conditions. In time of war, when large numbers of patients are being received daily, strict adherence to the procedures herein prescribed may be impracticable, therefore such deviations as the commanding officer of the hospital concerned may deem necessary may be made so long as the safeguarding of the effects of patients is assured.

(b) *Responsibility for.* The commanding officer of a hospital is responsible that due care is observed in safeguarding the money, valuables, clothing, and other effects of patients admitted to hospital. The registrar will ordinarily be the custodian of money and valuables turned over to the hospital by patients for safekeeping.

(c) *Money and valuables.* Patients will be informed by the admitting officer that the hospital will receive for safekeeping money and valuables, including watches, trinkets, personal papers, keepsakes, etc., and that receipts will be given for such articles by a commissioned officer. In case the patient is unconscious he will be searched by the admitting officer, in the presence of a witness, for money and valuables, which will be receipted for by a commissioned officer and properly safeguarded. Money and valuables will be received and receipted for without condition or other evasion of complete responsibility by the commanding officer or by an officer designated by him. Money and valuables of considerable intrinsic value, such as watches and jewelry, will be deposited in a bank or locked in the hospital safe. Articles of

¹ Administrative regulations of the War Department relating to hospitals.

lesser value may be stored in locked compartments in a well safeguarded storeroom. Enlisted men are forbidden to receive money or other valuables from patients for safekeeping. When a patient is discharged, transferred, dies, or deserts, his money and other valuables will be disposed of as prescribed for the disposition of effects other than public property.*† [Par. 8]

§ 77.18 *Subsistence and other charges for patients*—(a) *Subsistence charges—Rates.* The following is the schedule of rates for subsistence charges for patients in Medical Department establishments (except the Army and Navy and the Fitzsimons General Hospitals), who are not entitled to commutation of rations under the provisions of Army Regulations. Rates for patients in the Army and Navy and the Fitzsimons General Hospitals will be found in § 77.24 and § 77.27, respectively.

(1) For officers, Army nurses, warrant officers, and cadets of the United States Military Academy, \$1 a day, except in hospital stations (formerly field hospitals), where the rate will be an amount equal to the commutation rate plus 10 cents a day. Retired enlisted men who have been advanced on the retired list to commissioned or warrant grades under the provisions of the act of Congress approved May 7, 1932, will be subsisted as officer patients unless they elect to be subsisted on enlisted status. See (3) below.

(2) For officers, commissioned warrant officers, and warrant officers of the Navy and Marine Corps, active or retired, and for active and retired members of the Navy Nurse Corps, the same rates as prescribed for officers of the Army in (1) above.

(3) For retired enlisted men of the Army and for enlisted men of the Navy and Marine Corps, active or retired, an amount per day equal to the commutation rate prescribed in Army Regulations.

(4) For civilians in the status of officers \$1.25 a day; for civilians in the status of enlisted men, the same rate as that prescribed for enlisted patients plus 10 cents a day, except that in the Philippines the commanding general may prescribe such special reduced rates for Filipino civilians as will cover the cost of their subsistence. The surgeon will determine in each case, subject to instructions from higher authority, whether civilian patients shall be on the footing of officers or of enlisted men.

(5) When necessary to protect the hospital fund at stations in Alaska against actual loss, the station commander may prescribe an additional charge for each patient not to exceed 25 cents a day, except in the case of retired enlisted men of the Army, Navy, and Marine Corps.

(b) *Medicine charges—Rates.* Per diem charges of 50 cents for medicines and dressings will be collected for civilian employees and other civilians who are patients in Medical Department establishments

and are not entitled to medical relief at the expense of public funds.

(c) *Miscellaneous charges.* For certain classes of patients, such as active personnel of the Navy and Marine Corps or beneficiaries of the United States Veterans' Administration, cared for at public expense, and civilian employees of the Panama Canal admitted at their own expense as a courtesy to the Panama Canal administration, special charges including when necessary charges for service other than subsistence and medicine may be made. If payable from public funds, such charges will be computed and adjusted by The Surgeon General and the bureau concerned in accordance with policies prescribed by the Secretary of War and the interested chief of bureau. If otherwise payable, they will be established from time to time in accordance with general or special instructions issued by The Surgeon General.*† [Par. 12]

§ 77.19 *Civilian hospital employees*—(a) *General.* The employment of male nurses, or female nurses not in the Nurse Corps, and of other civilians necessary for the proper care of sick officers and soldiers is authorized in the annual appropriations "Medical and Hospital Department" under such regulations fixing their number, qualifications, assignment, pay, and allowances as may be prescribed by the Secretary of War.

(b) *Number and assignment.* The number and assignment of contract nurses, cooks, and other civilians employed for the proper care of the sick will be determined by The Surgeon General for hospitals within the continental limits of the United States, and by the department or expeditionary force surgeons under instructions of The Surgeon General for hospitals beyond the continental limits of the United States.

(c) *Qualifications.* The employment of certain hospital employees is subject to examination by the Civil Service Commission in the operation of civil-service rules. The employment of others is not subject to such examination, but their qualifications for their respective employments are ascertained upon practical tests established by The Surgeon General. The Surgeon General will from time to time inform those concerned of the particular employments comprised in these two classes.

(d) *Appointment, promotion, demotion, suspension, and discharge.* (1) Hospital employees exempted from the civil-service rules and regulations by Executive order of November 5, 1927, may, under proper authority obtained from The Surgeon General, funds having been allotted for the purpose, be selected and promoted by the commanding officer of the hospital, and they may be demoted, suspended without pay, or discharged by such officer as the interests of the service require.

(2) Hospital employees brought within the purview of the civil-service rules and regulations by the Executive order of November 5, 1927, their employment hav-

ing been authorized by The Surgeon General, will be selected and employed by the commanding officer, of the hospital through the medium of the local civil-service district secretary in accordance with the rules and regulations of the Civil Service Commission. Employees of this class will be promoted and demoted by The Surgeon General, but may only be discharged from the service by the final action of the Secretary of War in accordance with the regulations governing civil-service employees.

(e) *Rations.* When the circumstances of the employment make it necessary a ration may be allowed in addition to pay proper of \$95 a month or less in conformity with Army Regulations. Hospital employees whose pay exceeds \$95 a month will be rationed only under special authority of the Secretary of War.

(f) *Quarters.* Such quarters as may be available will be furnished for the use of employees whose constant presence at the hospital is necessary or appropriate.*† [Par. 13]

§ 77.20 *Hospital matrons*—(a) *General.* Hospital matrons will be allowed at hospitals and stations in numbers to be fixed by The Surgeon General. Matrons will be appointed by the commanding officer of the hospital with the approval of the station commander. The compensation of a hospital matron will be \$10 per month and a ration in kind or by commutation. No extra compensation will be allowed for the performance of duties incident to her employment, nor will other persons be employed at the expense of the United States to do her work or any part of it. Matrons are not entitled to leaves of absence, or to pay and rations while absent or while unable to perform their duty. Matrons are forbidden to sublet their work to other persons.

(b) *Duties.* It is the duty of the hospital matron to mend and keep in repair the table, hand, and operating room linen, the bedding and hospital clothing belonging to the Medical Department, including the linen of the dental office, and to do the hospital laundry, or so much thereof as possible up to a minimum of 500 pieces a month, from time to time, as the same may be required by the commanding officer of the hospital. In case of matrons on duty at the larger station, The Surgeon General may modify or waive so much of the provision as requires laundering 500 pieces of hospital linen a month in addition to all the mending.*† [Par. 14]

§ 77.21 *Laundry*—(a) *General.* The hospital laundry will consist of:

(1) The linen, clothing, and bedding belonging to the Medical Department.

(2) The washable clothing of Army nurses and enlisted men while patients in the hospital.

(3) The white coats and trousers of enlisted attendants.

(4) The uniforms of Army nurses and of civilian nurses, paid from Veterans'

Administration or Civilian Conservation Corps funds, employed in the hospital.

(5) Washable clothing of civilian attendants when their contracts of employment entitle them to this service.

(b) *Purchase from commercial sources.* Any excess laundry service required at hospitals with laundries, and the entire laundry service at other hospitals and at dispensaries, unless otherwise provided for under special instructions from The Surgeon General, will be purchased from commercial sources as prescribed in (c) below.

(c) *Instructions governing purchases—*
(1) *General provisions.* For general instructions governing the purchase of supplies, see §§ 81.1 to 81.9. The paragraphs thereof defining supplies as including nonpersonal services (such as laundry service), prescribing the duties of contracting officers, citing general laws, directing how purchases will be made, prescribing the forms to be used, and indicating the offices of permanent record for various purchase papers should be given special attention.

(2) *Periods for which purchases are to be made and estimates of services required.* Ordinarily, laundry services will be purchased for one entire fiscal year. Under special conditions they may cover other periods within one fiscal year, but in no case will a purchase cover services in different fiscal years. Decision having been made as to this period, an estimate will be prepared to show for each different piece of laundry the quantity thereof which will probably be required to be laundered during the future period. This estimate will be based upon the total services which have been required by the hospital or dispensary concerned for the preceding twelve months, or based upon the average monthly service required in the case of large general hospitals. Applying to the above estimate the unit prices being paid under the current contract or, in the absence of such, local commercial prices for laundry service, an estimate of the total money value of the future services required will be made.*† [Par. 15]

§ 77.24 *The Army and Navy General Hospital—*(a) *Character of cases treated—*(1) *General.* All medical and surgical cases of a general nature may be admitted to this hospital, except insanity and tuberculosis of the lungs, which may only be admitted temporarily in an emergency. See AR 40-600.¹

(2) *Special.* (i) While equipped to care for all types of medical and surgical conditions (except as noted in (a) above), this hospital also has available the Hot Springs mineral waters used in the administration of hydrotherapy, together with excellent physiotherapy and occupational-therapy facilities. The waters have been found to be of special benefit in certain types of disease and injury. Among these may be mentioned:

The various forms of rheumatism, including, muscular and articular sequelae. Neuralgia and neuritis.

Metallic poisonings of a chronic nature.

Paralysis not of central origin.

Locomotor ataxia and other chronic degenerative changes of nervous origin (except where insanity exists).

Nephritis in all its stages.

Cardiorenal diseases.

Chronic skin affections.

Arteriosclerosis and changes secondary thereto.

Affections accompanied by high blood pressure.

Metabolic diseases, such as gout, diabetes, and obesity.

Gastrointestinal diseases.

Debility following illness.

Asthenia due to sedentary work.

(ii) As a general rule, benefit may confidently be expected in cases coming under the foregoing category and in many instances cures result. The best results are obtained in inflammatory conditions the joints, neuritis, neuralgia, and the various forms of nephritis, especially when such cases reach the hospital as soon after the onset of the disease as they are able to travel. The timely treatment in this hospital of officers who are on the verge of a "breakdown" as the result of close application to duty, or of those whose convalescence from an acute illness is tardy, will frequently restore them to physical fitness and thus obviate the necessity for retirement proceedings which otherwise might become inevitable.

(iii) Hydrotherapy, combined with the other facilities of the hospital, is of benefit in the remote effects of injuries, particularly those which have resulted in inflammatory changes manifested by swellings, temporary stiffening, and loss of function, such as mild forms and ankylosis.

(b) *Classes of persons who may be admitted.* Persons of the following classes may be admitted:

(1) Officers, nurses, commissioned warrant officers, warrant officers, and enlisted men of the Army, the Navy, and the Marine Corps, on the active lists, cadets of the United States Military Academy, and midshipmen of the United States Naval Academy.

(2) Beneficiaries of the United States Veterans' Administration to the extent of the beds allotted to that agency by The Surgeon General from time to time.

(3) Officers, cadets, and enlisted men of the United States Coast Guard, officers of the United States Public Health Service, and officers and enlisted men of the United States Coast and Geodetic Survey on the active lists.

(4) Officers, nurses, commissioned warrant officers, warrant officers, pay clerks, and enlisted men of the Army, the Navy, the Marine Corps, the Coast Guard, and the Coast and Geodetic Survey, and officers of the Public Health Service, on the retired lists or the equivalent thereof.

(5) Members of the Naval Reserve and Marine Corps Reserve who are entitled

to treatment in naval hospitals (see act Jan. 19, 1929 (45 Stat. 1090; 24 U.S.C. 31)).

(6) Honorably discharged officers, nurses, commissioned warrant officers, warrant officers, Army field clerks, field clerks, Quartermaster Corps, cadets, midshipmen, cadet engineers, and enlisted men of the Army, the Navy, the Marine Corps (including National Guard forces, Naval Militia, volunteers and drafted or selected men in the service of the United States), the Coast Guard, and the Coast and Geodetic Survey, and honorably discharged officers of the Public Health Service, when accommodations are available.

(7) Such persons other than those enumerated above, who are eligible for admission to Army hospitals under the provisions of § 77.15 (b).

(c) *Subsistence charges.* (1) A subsistence charge of 60 cents a day will be made as follows:

(i) For an enlisted man on the active list of the Navy, Marine Corps, United States Coast Guard, and Coast and Geodetic Survey, to be paid by the proper superior upon monthly statements submitted by the commanding officer of this hospital directly to The Surgeon General of the Navy, the commandant of the Coast Guard, and the disbursing agent of the Coast and Geodetic Survey, respectively.

(ii) For a nurse on the active list.

(2) Subsistence charges will be collected from other pay patients as follows:

(i) For officers and those subsisted on a like status, at \$1.50 per day.

(ii) For cadets of the United States Military Academy, midshipmen of the United States Naval Academy, and nurses other than those on the active list, at 85 cents per day.

(iii) For those subsisted on the status of an enlisted man, at 85 cents per day.

(d) *Medicine charges.* (1) The commanding officers of the hospital will collect 50 cents a day, for each day in hospital from a patient who is not entitled to medicines at public expense. See paragraph 18c (3), AR 40-590.¹

(2) In the case of a civilian employee treated on account of the United States Employees' Compensation Commission, charges are included in cost of hospitalization or treatment and announced from time to time in circular letters of The Surgeon General. (R.S. 161; 5 U.S.C. 22) [Pars. 2, 3 and 6, AR 40-605, Dec. 31, 1934, as amended by C-1, Mar. 5, 1937, Cir. 32, W.D., Mar. 25, 1940, Cir. 62, Apr. 8 1941]

§ 77.27 *Fitzsimons General Hospital—*(a) *General.* The chief purpose of the Fitzsimons General Hospital, Denver, Colo., is to give treatment under most favorable conditions to patients with pulmonary, surgical, or other forms of tu-

¹ Administrative regulations of the War Department relating to general hospitals.

¹ Administrative regulations of the War Department relating to the administration of hospitals.

berculosis, who may be expected to benefit from hygienic treatment in which heliotherapy and outdoor life play a prominent part.

(b) *Classes of persons who may be admitted.* The admission to this hospital of the following classes of patients is authorized:

(1) All persons enumerated in § 77.15 (b).

(2) Beneficiaries of the United States Soldiers' Home, Washington, D. C.

(3) Other persons, upon special authority of the Secretary of War or The Surgeon General.

(c) *Charges*—(1) *General.* Provisions regarding hospital charges published in § 77.18 will govern charges at this hospital except as otherwise prescribed in (2) and (3) below.

(2) *Subsistence charges.* Officers, commissioned warrant officer, and warrant officers of the Army, Navy, or Marine Corps will be subject to a subsistence charge of \$1.50 per day. All other persons subsisted on the status of an officer will be subject to a like charge for subsistence, except cadets of the United States Military Academy, midshipmen of the United States Naval Academy, and Army nurses who will be charged at the rate of \$1.00 per day.

(3) *Charges for beneficiaries of the United States Soldiers' Home, Washington, D. C.* All expenses of maintenance of patients from the Soldiers' Home will be paid by the board of commissioners of the home. (R.S. 161; 5 U.S.C. 22) (Pars. 1, 2 and 3, AR 40-610, Jan. 2, 1940, as amended by Cir. 62, Apr. 8, 1941)

[SEAL] E. S. ADAMS,
Major General,
The Adjutant General.

[F. R. Doc. 41-3804; Filed, May 28, 1941;
9:42 a. m.]

CHAPTER VIII—PROCUREMENT AND DISPOSAL OF EQUIPMENT AND SUPPLIES

PART 86—PRINTING AND BINDING¹

§ 86.1 *Job printing.* (a) The printing required at the several corps area, department, division, brigade, district, and other headquarters and not required to be done in the Government Printing Office or at field printing plants under the regulations of the Joint Committee on Printing, Congress of the United States, will be executed under contract, 30 days' notice, when practicable, being given of the opening of proposals. Bids will be invited and contracts made in accordance with the form of proposal and circular of instructions furnished by The Quartermaster General. The period of the contract will not extend beyond the end of the fiscal year in which made, and the contract will be submitted to the corps area or department commander concerned for the scrutiny required. It is the duty of commanding officers to enforce rigid economy in public expendi-

¹ § 86.1 is added.

tures and to correct all irregularity and extravagance which they may discover; to see that disbursements are economically made and that public property is protected; to scrutinize carefully all contracts and vouchers for disbursements; and to guard the public interests in every particular.

(b) Necessary printing not covered by contracts will, as far as practicable, be secured after competition, or under written proposal and acceptance, awards being made to the lowest responsible bidders. (40 Stat. 1270; 42 Stat. 541; 44 U.S.C. 4, 111, 220) [Par. 5, AR 310-245, Dec. 31, 1924]

[SEAL] E. S. ADAMS,
Major General,
The Adjutant General.

[F. R. Doc. 41-3805; Filed, May 28, 1941;
9:42 a. m.]

TITLE 14—CIVIL AVIATION

CHAPTER I—CIVIL AERONAUTICS AUTHORITY

PART 300—DESIGNATION OF CIVIL AIRWAYS¹

MAY 8, 1941.

Acting pursuant to the authority vested in me by the Civil Aeronautics Act of 1938, as amended, particularly section 302 thereof, and finding that the following described paths through the navigable air space of the United States are suitable for interstate, overseas, or foreign air commerce, I hereby designate such paths as civil airways:

§ 300.1 *Scope.* Each civil airway shall include the navigable air space of the United States above all that area on the surface of the earth lying within 10 miles of the center line prescribed for each such airway, but shall not include any of the air space of an air-space reservation set apart as provided in section 4 of the Air Commerce Act of 1926. (Sec. 302, 52 Stat. 985)

§ 300.2 *Civil airway center line.* The center line of each civil airway shall be a line extended in the manner herein-after prescribed through the center of the points specified for such airway:

(a) *Green civil airways*—(1) *Green civil airway No. 1.* (United States-Canadian border to Danforth, Maine.) From the intersection of the center line of the on course signal of the west leg of the Millinocket, Maine, radio range and the United States-Canadian border, via the Millinocket, Maine, radio range station; to the intersection of the center line of the on course signal of the east leg of the Millinocket, Maine, radio range and the United States-Canadian border.

(2) *Green civil airway No. 2.* (Seattle, Wash., to Boston, Mass.) From Boeing Field, Seattle, Wash., via the Seattle, Wash., radio range station; Easton, Wash., radio marker station; Ellens-

burg, Wash., radio range station; Ephrata, Wash., radio range station; Spokane, Wash., radio range station; Coeur D'Alene, Idaho, radio range station; Mullan Pass, Idaho, radio range station; Superior, Mont., radio range station; Missoula, Mont., radio range station; Drummond, Mont., radio range station; Helena, Mont., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Helena, Mont., radio range and the northwest leg of the Belgrade, Mont., radio range; Belgrade, Mont., radio range station; Livingston, Mont., radio range station; Billings, Mont., radio range station; Custer, Mont., radio range station; Miles City, Mont., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Miles City, Mont., radio range and the west leg of the Golva, N. Dak., radio range; Golva, N. Dak., radio range station; Dickinson, N. Dak., radio range station; Bismarck, N. Dak., radio range station; Jamestown, N. Dak., radio range station; Fargo, N. Dak., radio range station; Alexandria, Minn., radio range station; Minneapolis, Minn., radio range station; LaCrosse, Wis., radio range station; Lone Rock, Wis., radio range station; Milwaukee, Wis., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Milwaukee, Wis., radio range and the northwest leg of the Grand Rapids, Mich., radio range; Grand Rapids, Mich., radio range station; Lansing, Mich., radio range station; the intersection of the center lines of the on course signals of the east leg of the Lansing, Mich., radio range and the north leg of the Detroit, Mich. (Wayne County Airport), radio range; and the Detroit, Mich. (Wayne County Airport), radio range station; to the intersection of the center line of the on course signal of the east leg of the Detroit, Mich. (Wayne County Airport), radio range and the U. S.-Canadian border. From the intersection of the center line of the on course signal of the west leg of the Buffalo, N. Y., radio range and the U. S.-Canadian border, via the Buffalo, N. Y., radio range station; Syracuse, N. Y., radio range station; Utica, N. Y., radio range station; Albany, N. Y., radio range station; Westfield, Mass., radio range station; the intersection of the center lines of the on course signals of the east leg of the Westfield, Mass., radio range and the southwest leg of the Boston, Mass., radio range; and the Boston, Mass., radio range station; to the Municipal Airport, Boston, Mass.

(3) *Green civil airway No. 3.* (San Francisco, Calif., to New York, N. Y.) From the Municipal Airport, San Francisco, Calif., via the Oakland, Calif., radio range station; Sacramento, Calif., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Sacramento, Calif., radio range and the southwest leg of the Donner Summit, Calif., radio

¹ Issued by the Civil Aeronautics Administration.

range; Donner Summit, Calif., radio range station; Reno, Nev., radio range station; Humboldt, Nev., radio range station; Buffalo Valley, Nev., radio range station; Elko, Nev., radio range station; Wendover, Utah, radio range station; Salt Lake City, Utah, radio range station; Ogden, Utah, radio range station; Fort Bridger, Wyo., radio range station; Rock Springs, Wyo., radio range station; Parco, Wyo., radio range station; the intersection of the center lines of the on course signals of the east leg of the Parco, Wyo., radio range and northwest leg of the Laramie, Wyo., radio range; the intersection of the center lines of the on course signals of the northwest leg of the Laramie, Wyo., radio range and the northwest leg of the Cheyenne, Wyo., radio range; Cheyenne, Wyo., radio range station; Sidney, Nebr., radio range station; North Platte, Nebr., radio range station; Grand Island, Nebr., radio range station; Omaha, Nebr., radio range station; Des Moines, Iowa, radio range station; Montezuma, Iowa, radio marker station; Moline, Ill., radio range station; the intersection of the center lines of the on course signals of the east leg of the Moline, Ill., radio range and the southwest leg of the Chicago, Ill., radio range; Chicago, Ill., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Chicago, Ill., radio range and the west leg of the Goshen, Ind., radio range; Goshen, Ind., radio range station; Toledo, Ohio, radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Detroit, Mich. (Wayne County Airport), radio range and the west leg of the Cleveland, Ohio, radio range; Cleveland, Ohio, radio range station; Mercer, Pa., radio range station; Brookville, Pa., radio marker station; Bellefonte, Pa., radio range station; the intersection of the center lines of the on course signals of the east leg of the Bellefonte, Pa., radio range and the west leg of the Allentown, Pa., radio range; Allentown, Pa., radio range station; the intersection of the center lines of the on course signals of the east leg of the Allentown, Pa., radio range and the south leg of the New York, N. Y. (New York, LaGuardia Field), radio range; and the New York, N. Y. (New York, LaGuardia Field), radio range station; to the New York Municipal Airport, LaGuardia Field, New York, N. Y.

(4) *Green civil airway No. 4. (Los Angeles, Calif., to Philadelphia, Pa.)* From the Municipal Airport, Los Angeles, Calif., via the Los Angeles, Calif., radio range station; the intersection of the center lines of the on course signals of the north leg of the Los Angeles, Calif., radio range and the southwest leg of the Palmdale, Calif., radio range; Palmdale, Calif., radio range station; Daggett, Calif., radio range station; the intersection of the center lines of the on course signals of the east leg of the Daggett, Calif., radio range and the southwest leg of the Kingman, Ariz., radio range, Kingman,

Ariz., radio range station; the intersection of the center lines of the on course signals of the east leg of the Kingman, Ariz., radio range and the southeast leg of the Ashfork, Ariz., radio range; Winslow, Ariz., radio range station; El Morro, N. Mex., radio range station; Acomita, N. Mex., radio range station; Albuquerque, N. Mex., radio range station; Otto, N. Mex., radio range station; Tucumcari, N. Mex., radio range station; Amarillo, Tex., radio range station; Gage, Okla., radio range station; Wichita, Kans., radio range station; Kansas City, Mo., radio range station; Columbia, Mo., radio range station; St. Louis, Mo., radio range station; Effingham, Ill., radio range station; Terre Haute, Ind., radio range station; Indianapolis, Ind., radio range station; Dayton, Ohio, radio range station; the intersection of the center lines of the on course signals of the north leg of the Dayton, Ohio, radio range and the west leg of the Columbus, Ohio, radio range; Columbus, Ohio, radio range station; the intersection of the center lines of the on course signals of the east leg of the Columbus, Ohio, radio range and the southwest leg of the Pittsburgh, Pa., radio range; Pittsburgh, Pa., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Pittsburgh, Pa., radio range and the west leg of the Cove Valley, Pa., radio range; Cove Valley, Pa., radio range station; Harrisburg, Pa., radio range station; the intersection of the center lines of the on course signals of the east leg of the Harrisburg, Pa., radio range and the southwest leg of the Philadelphia, Pa., radio range; and the Philadelphia, Pa., radio range station; to the Municipal Airport, Philadelphia, Pa.

(5) *Green civil airway No. 5. (Los Angeles, Calif., to Washington, D. C.)* From the Los Angeles, Calif., radio range station, via the Riverside, Calif., radio range station; the intersection of the center lines of the on course signals of the east leg of the Riverside, Calif., radio range and the west leg of the Blythe, Calif., radio range; Blythe, Calif., radio range station; Phoenix, Ariz., radio range station; the intersection of the center lines of the on course signals of the south leg of the Phoenix, Ariz., radio range and the northwest leg of the Tucson, Ariz., radio range; Tucson, Ariz., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Tucson, Ariz., radio range and the west leg of the Cochise, N. Mex., radio range; Cochise, N. Mex., radio range station; Rodeo, N. Mex., radio range station; Columbus, N. Mex., radio range station; El Paso, Tex., radio range station; Salt Flat, Tex., radio range station; Wink, Tex., radio range station; Big Spring, Tex., radio range station; Abilene, Tex., radio range station; Fort Worth, Tex., radio range station; Texarkana, Ark., radio range station; Little Rock, Ark., radio range station; Brinkley, Ark., radio range station; Memphis, Tenn., radio range station; Jacks Creek, Tenn., radio range station;

Nashville, Tenn., radio range station; Smithville, Tenn., radio range station; Knoxville, Tenn., radio range station; Bristol, Tenn., radio range station; Pulaski, Va., radio range station; Roanoke, Va., radio range station; Gordonsville, Va., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Gordonsville, Va., radio range and the south leg of the Washington, D. C., radio range; and the Washington, D. C., radio range station; to the Washington National Airport, Washington, D. C.

(6) *Green civil airway No. 6. (Corpus Christi, Tex., to Richmond, Va.)* From the Municipal Airport, Corpus Christi, Tex., via the Corpus Christi, Tex., radio range station; Palacios, Tex., radio range station; Houston, Tex., radio range station; Beaumont, Tex., radio range station; Lake Charles, La., radio range station; New Orleans, La., radio range station; Mobile, Ala., radio range station; Montgomery Airport, Montgomery, Ala.; Atlanta, Ga., radio range station; Spartanburg, S. C., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Spartanburg, S. C., radio range and the west leg of the Charlotte, N. C., radio range; the intersection of the center lines of the on course signals of the north leg of the Charlotte, N. C., radio range and the southwest leg of the Greensboro, N. C., radio range; Greensboro, N. C., radio range station; South Boston, Va., radio marker station; and the Richmond, Va., radio range station; to the Municipal Airport, Richmond, Va.

(b) *Amber civil airways—(1) Amber civil airway No. 1. (San Diego, Calif., to U. S.-Canadian border.)* From the Municipal Airport, San Diego, Calif., via the San Diego, Calif., radio range station; the intersection of the center lines of the on course signals of the north leg of the San Diego, Calif., radio range and the southeast leg of the Santa Ana, Calif., radio range; and the Santa Ana, Calif., radio range station; to the intersection of the center lines of the on course signals of the north leg of the Santa Ana, Calif., radio range and the east leg of the Los Angeles, Calif., radio range. From the intersection of the center lines of the on course signals of the north leg of the Los Angeles, Calif., radio range and the southwest leg of the Palmdale, Calif., radio range, via the Bakersfield, Calif., radio range station; Fresno, Calif., radio range station; and the Modesto, Calif., radio range station; to the Oakland, Calif., radio range station. From the intersection of the center lines of the on course signals of the northeast leg of the Oakland, Calif., radio range and the south leg of the Williams, Calif., radio range, via the Williams, Calif., radio range station; Red Bluff, Calif., radio range station; Fort Jones, Calif., radio range station; Medford, Oreg., radio range station; Eugene, Oreg., radio range station; Portland, Oreg., radio range station; Toledo, Wash., radio range station; Seattle, Wash., radio range

station; Everett, Wash., radio range station; and the Bellingham, Wash., radio range station to the intersection of the center line of the on course signal of the northwest leg of the Bellingham, Wash., radio range and the United States-Canadian Border.

(2) *Amber civil airway No. 2. (Daggett, Calif., to U. S.-Canadian border.)* From the Daggett, Calif., radio range station, via the Silver Lake, Calif., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Silver Lake, Calif., radio range and the southwest leg of the Las Vegas, Nev., radio range; Las Vegas, Nev., radio range station; Mormon Mesa, Nev., radio range station; Enterprise, Utah, radio range station; Milford, Utah, radio range station; Delta, Utah, radio range station; Tintic, Utah, radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Tintic, Utah, radio range and the south leg of the Salt Lake City, Utah, radio range; to the Salt Lake City, Utah, radio range station. From the Ogden, Utah, radio range station, via the Plymouth, Utah, radio range station; Pocatello, Idaho, radio range station; Idaho Falls, Idaho, radio range station; Dubois, Idaho, radio range station; Dillon, Mont., radio range station; Whitehall, Mont., radio range station; Helena, Mont., radio range station; the intersection of the center lines of the on course signals of the north leg of the Helena, Mont., radio range and the southwest leg of the Great Falls, Mont., radio range; Great Falls, Mont., radio range station; and the intersection of the center lines of the on course signals of the northeast leg of the Great Falls, Mont., radio range and the southeast leg of the Lethbridge, Alta., Canada, radio range; to the intersection of the center line of the on course signal of the southeast leg of the Lethbridge, Alta., Canada, radio range and the U. S.-Canadian border.

(3) *Amber civil airway No. 3. (El Paso, Tex., to Great Falls, Mont.)* From the intersection of the center lines of the on course signals of the west leg of the El Paso, Tex., radio range and the south leg of the Engle, N. Mex., radio range via the Engle, N. Mex., radio range station; to the Albuquerque, N. Mex., radio range station. From the intersection of the center lines of the on course signals of the east leg of the Otto, N. Mex., radio range and the southwest leg of the Las Vegas, N. Mex., radio range, via the Las Vegas, N. Mex., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Las Vegas, N. Mex., radio range and the south leg of the Trinidad, Colo., radio range; Trinidad, Colo., radio range station; Pueblo, Colo., radio range station; Denver, Colo., radio range station; Cheyenne, Wyo., radio range station; the intersection of the center lines of the on course signals of the north leg of the Cheyenne, Wyo., radio range and the

southeast leg of the Douglas, Wyo., radio range; Douglas, Wyo., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Douglas, Wyo., radio range and the east leg of the Casper, Wyo., radio range; Casper, Wyo., radio range station; the intersection of the center lines of the on course signals of the north leg of the Casper, Wyo., radio range and the southeast leg of the Sheridan, Wyo., radio range; Sheridan, Wyo., radio range station; Billings, Mont., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Billings, Mont., radio range and the southeast leg of the Lewistown, Mont., radio range; and the Lewistown, Mont., radio range station; to the Great Falls, Mont., radio range station.

(4) *Amber civil airway No. 4. (Brownsville, Tex., to Bismarck, N. Dak.)* From the Municipal Airport, Brownsville, Tex., via the Brownsville, Tex., radio range station; the intersection of the center lines of the on course signals of the north leg of the Brownsville, Tex., radio range and the southwest leg of the Corpus Christi, Tex., radio range; Corpus Christi, Tex., radio range station; San Antonio, Tex., radio range station; Austin, Tex., radio range station; Waco, Tex., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Waco, Tex., radio range and the south leg of the Fort Worth, Tex., radio range; Fort Worth, Tex., radio range station; the intersection of the center lines of the on course signals of the north leg of the Fort Worth, Tex., radio range and the south leg of the Oklahoma City, Okla., radio range; Oklahoma City, Okla., radio range station; the intersection of the center lines of the on course signals of the east leg of the Oklahoma City, Okla., radio range and the southwest leg of the Tulsa, Okla., radio range; Tulsa, Okla., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Tulsa, Okla., radio range and the southwest leg of the Chanute, Kans., radio range; and the Chanute, Kans., radio range station; to the intersection of the center lines of the on course signals of the northeast leg of the Chanute, Kans., radio range and the southwest leg of the Kansas City, Mo., radio range. From the Kansas City, Mo., radio range station, via the Omaha, Nebr., radio range station; Sioux City, Iowa, radio range station; Sioux Falls, S. Dak., radio range station; Huron, S. Dak., radio range station; Aberdeen, S. Dak., radio range station; and the intersection of the center lines of the on course signals of the northwest leg of the Aberdeen, S. Dak., radio range and the southeast leg of the Bismarck, N. Dak., radio range; to the Bismarck, N. Dak., radio range station.

(5) *Amber civil airway No. 5. (New Orleans, La., to Milwaukee, Wis.)* From the New Orleans, La., radio range station, via the Tylertown, Miss., radio range station; Jackson, Miss., radio range sta-

tion; Greenwood, Miss., radio range station; Memphis, Tenn., radio range station; Advance, Mo., radio range station; the intersection of the center lines of the on course signals of the north leg of the Advance, Mo., radio range and the southeast leg of the St. Louis, Mo., radio range; St. Louis, Mo., radio range station; the intersection of the center lines of the on course signals of the north leg of the St. Louis, Mo., radio range and the southwest leg of the Springfield, Ill., radio range; Springfield, Ill., radio range station; and the Joliet, Ill., radio range station; to the intersection of the center lines of the on course signals of the north leg of the Joliet, Ill., radio range and the southwest leg of the Chicago, Ill., radio range. From the Chicago, Ill., radio range station, via the intersection of the center lines of the on course signals of the northwest leg of the Chicago, Ill., radio range and the south leg of the Milwaukee, Wis., radio range; to the Milwaukee, Wis., radio range station.

(6) *Amber civil airway No. 6. (Jacksonville, Fla., to Buffalo, N. Y.)* From the Jacksonville, Fla., radio range station; via the Alma, Ga., radio range station; Macon, Ga., radio range station; Atlanta, Ga., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Atlanta, Ga., radio range and the southeast leg of the Chattanooga, Tenn., radio range; Chattanooga, Tenn., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Chattanooga, Tenn., radio range and the southeast leg of the Nashville, Tenn., radio range; Nashville, Tenn., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Nashville, Tenn., radio range and the south leg of the Smiths Grove, Ky., radio range; Smiths Grove, Ky., radio range station; Louisville, Ky., radio range station; and the Cincinnati, Ohio, radio range station; and the intersection of the center lines of the on course signals of the northwest leg of the Cincinnati, Ohio, radio range and the southwest leg of the Dayton, Ohio, radio range; to the Dayton, Ohio, radio range station. From the Columbus, Ohio, radio range station, via the Cleveland, Ohio, radio range station; Perry, Ohio, radio marker station; Erie, Pa., radio range station; and the intersection of the center lines of the on course signals of the northeast leg of the Erie, Pa., radio range and the southwest leg of the Buffalo, N. Y., radio range; to the Buffalo, N. Y., radio range station.

(7) *Amber civil airway No. 7. (Key West, Fla., to Caribou, Maine.)* From the Key West, Fla., radio range station, via the intersection of the center lines of the on course signals of the east leg of the Key West, Fla., radio range and the southwest leg of the Miami, Fla., radio range; Miami, Fla., radio range station; the intersection of the center lines of the on course signals of the north leg of the Miami, Fla., radio range and

the southeast leg of the Melbourne, Fla., radio range; Melbourne, Fla., radio range station; Daytona Beach, Fla., radio range station; Jacksonville, Fla., radio range station; Savannah, Ga., radio range station; Charleston, S. C., radio range station; Florence, S. C., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Florence, S. C., radio range and the south leg of the Raleigh, N. C., radio range; Raleigh, N. C., radio range station; and the Richmond, Va., radio range station; to the intersection of the center lines of the on course signals of the northeast leg of the Gordonsville, Va., radio range and the south leg of the Washington, D. C., radio range. From the Washington, D. C., radio range station, via the intersection of the center lines of the on course signals of the northeast leg of the Washington, D. C., radio range and the southwest leg of the Philadelphia, Pa., radio range; Philadelphia, Pa., radio range station; Newark, N. J., radio range station; and the Hartford, Conn., radio range station; to the intersection of the center lines of the on course signals of the east leg of the Westfield, Mass., radio range and the southwest leg of the Boston, Mass., radio range. From the Boston, Mass., radio range station, via the Portland, Maine, radio range station; Augusta, Maine, radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Augusta, Maine, radio range and the southwest leg of the Bangor, Maine, radio range; Bangor, Maine, radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Bangor, Maine, radio range and the southwest leg of the Millinocket, Maine, radio range; Millinocket, Maine, radio range station; and the intersection of the center lines of the on course signals of the northeast leg of the Millinocket, Maine, radio range and the southeast leg of the Caribou, Maine, radio range; to the Caribou, Maine, radio range station.

(c) *Red civil airways*—(1) *Red civil airway No. 1.* (Portland, Oreg., to Salt Lake City, Utah.) From the Portland, Oreg., radio range station, via the intersection of the center lines of the on course signals of the northeast leg of the Northdallas, Wash., radio range and the west leg of the Arlington, Oreg., radio range; Arlington, Oreg., radio range station; Pendleton, Oreg., radio range station; Baker, Oreg., radio range station; Boise, Idaho, radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Boise, Idaho, radio range and the northwest leg of the Burley, Idaho, radio range; Burley, Idaho, radio range station; and the Locomotive Springs, Utah, radio range station; to the Salt Lake City, Utah, radio range station.

(2) *Red civil airway No. 2.* (Whitehall, Mont., to Belgrade, Mont.) From the Whitehall, Mont., radio range station; to the Belgrade, Mont., radio range station.

(3) *Red civil airway No. 3.* (Philadelphia, Pa., to New York, N. Y.) From the Philadelphia, Pa., radio range station, via the intersection of the center lines of the on course signals of the northeast leg of the Philadelphia, Pa., radio range and the south leg of the New York, N. Y. (New York, LaGuardia Field), radio range; to the intersection of the center lines of the on course signals of the east leg of the Allentown, Pa., radio range and the south leg of the New York, N. Y. (New York, LaGuardia Field), radio range.

(4) *Red civil airway No. 4.* (Dallas, Tex., to Shreveport, La.) From the intersection of the center lines of the on course signals of the east leg of the Dallas, Tex., radio range and the northwest leg of the Tyler, Tex., radio range, via the Tyler, Tex., radio range station; to the intersection of the center lines of the on course signals of the north leg of the Tyler, Tex., radio range and the west leg of the Shreveport, La., radio range.

(5) *Red civil airway No. 5.* (Sioux Falls, S. Dak., to Minneapolis, Minn.) From the Sioux Falls, S. Dak., radio range station to the Minneapolis, Minn., radio range station.

(6) *Red civil airway No. 6.* (Parco, Wyo., to Grand Island, Nebr.) From the intersection of the center lines of the on course signals of the northwest leg of the Laramie, Wyo., radio range and the northwest leg of the Cheyenne, Wyo., radio range, via the Laramie, Wyo., radio range station; to the intersection of the center lines of the on course signals of the southeast leg of the Laramie, Wyo., radio range and the north leg of the Denver, Colo., radio range. From the Denver, Colo., radio range station, via the Akron, Colo., radio range station; and the Hayes Center, Nebr., radio range station; to the Grand Island, Nebr., radio range station.

(7) *Red civil airway No. 7.* (Spartanburg, S. C., to Greensboro, N. C.) From the intersection of the center lines of the on course signals of the northeast leg of the Spartanburg, S. C., radio range and the west leg of the Charlotte, N. C., radio range, via the Charlotte, N. C., radio range station; to the intersection of the center lines of the on course signals of the north leg of the Charlotte, N. C., radio range, and the southwest leg of the Greensboro, N. C., radio range.

(8) *Red civil air No. 8.* (Concord, N. H., to Portland, Maine.) From the Concord, N. H., radio range station; to the Portland, Maine, radio range station.

(9) *Red civil airway No. 9.* (Tallahassee, Fla., to Alma, Ga.) From the Tallahassee, Fla., radio range station; to the Alma, Ga., radio range station.

(10) *Red civil airway No. 10.* (Amarillo, Tex., to Charleston, S. C.) From the intersection of the center lines of the on course signals of the east leg of the Amarillo, Tex., radio range and the northwest leg of the Clarendon, Tex., radio range, via the Clarendon, Tex., radio range station; Wichita Falls, Tex., radio range station; to the intersection

of the center lines of the on course signals of the southeast leg of the Wichita Falls, Tex., radio range and the north leg of the Fort Worth, Tex., radio range. From the Fort Worth, Tex., radio range station, via the Dallas, Tex., radio range station; the intersection of the center lines of the on course signals of the east leg of the Dallas, Tex., radio range and the northwest leg of the Tyler, Tex., radio range; the intersection of the center lines of the on course signals of the north leg of the Tyler, Tex., radio range and the west leg of the Shreveport, La., radio range; Shreveport, La., radio range station; Monroe, La., radio range station; Jackson, Miss., radio range station; Meridian, Miss., radio range station; and the Birmingham, Ala., radio range station; to the intersection of the center lines of the on course signals of the east leg of the Birmingham, Ala., radio range and the southwest leg of the Atlanta, Ga., radio range. From the intersection of the center lines of the on course signals of the northeast leg of the Atlanta, Ga., radio range and the northwest leg of the Augusta, Ga., radio range, via the Augusta, Ga., radio range station; to the Charleston, S. C., radio range station.

(11) *Red civil airway No. 11.* (Tulsa, Okla., to St. Louis, Mo.) From the Tulsa, Okla., radio range station, via the Neosho, Mo., radio range station; Springfield, Mo., radio range station; and the Spring Bluff, Mo., radio range station; to the intersection of the center lines of the on course signals of the northeast leg of the Spring Bluff, Mo., radio range and the west leg of the St. Louis, Mo., radio range.

(12) *Red civil airway No. 12.* (Kansas City, Mo., to Detroit, Mich.) From the Kansas City, Mo., radio range station, via the Kirksville, Mo., radio range station; Burlington, Iowa, radio range station; and the Morse, Ill., radio range station; to the intersection of the center lines of the on course signals of the east leg of the Moline, Ill., radio range and the southwest leg of the Chicago, Ill., radio range. From the Chicago, Ill., radio range station, via the intersection of the center lines of the on course signals of the northeast leg of the Chicago, Ill., radio range and the northwest leg of the South Bend, Ind., radio range; and the South Bend, Ind., radio range station; to the Detroit, Mich. (Wayne County Airport), radio range station.

(13) *Red civil airways No. 13.* (Westfield, Mass., to Boston, Mass.) From the Westfield, Mass., radio range station, via the Hartford, Conn., radio range station; and the Providence, R. I., radio range station; to the Boston, Mass., radio range station.

(14) *Red civil airway No. 14.* (Lone Rock, Wis., to Louisville, Ky.) From the Lone Rock, Wis., radio range station, via the Rockford, Ill., radio range station; and the intersection of the center lines of the on course signals of the southeast leg of the Rockford, Ill., radio range and the northwest leg of the Chicago, Ill., radio range; to the Chicago, Ill., radio

range station. From the intersection of the center lines of the on course signals of the southeast leg of the Chicago, Ill., radio range and the west leg of the Goshen, Ind., radio range, via the Lafayette, Ind., radio range station; and the Indianapolis, Ind., radio range station; to the Louisville, Ky., radio range station.

(15) *Red civil airway No. 15.* (Las Vegas, Nev., to Phoenix, Ariz.) From the Las Vegas, Nev., radio range station; to the Kingman, Ariz., radio range station. From the intersection of the center lines of the on course signals of the east leg of the Kingman, Ariz., radio range and the southeast leg of the Ashfork, Ariz., radio range, via the intersection of the center lines of the on course signals of the southeast leg of the Ashfork, Ariz., radio range and the northwest leg of the Phoenix, Ariz., radio range; to the Phoenix, Ariz., radio range station.

(16) *Red civil airway No. 16.* (Augusta, Ga., to Charleston, S. C.) From the Augusta, Ga., radio range station, via the Columbia, S. C., radio range station; to the Charleston, S. C., radio range station.

(17) *Red civil airway No. 17.* (Martinsburg, W. Va., to Baltimore, Md.) From the Martinsburg, W. Va., radio range station; to the Baltimore, Md., radio range station.

(18) *Red civil airway No. 18.* (Indianapolis, Ind., to Washington, D. C.) From the intersection of the center lines of the on course signals of the east leg of the Indianapolis, Ind., radio range and the northwest leg of the Cincinnati, Ohio, radio range; to the intersection of the center lines of the on course signals of the northwest leg of the Cincinnati, Ohio, radio range and the southwest leg of the Dayton, Ohio, radio range. From the Cincinnati, Ohio, radio range station; via the intersection of the center lines of the on course signals of the southeast leg of the Cincinnati, Ohio, radio range and the northwest leg of the Huntington, W. Va., radio range; Huntington, W. Va., radio range station; Charleston, W. Va., radio range station; Elkins, W. Va., radio range station; and the Front Royal, Va., radio range station; to the intersection of the center lines of the on course signals of the east leg of the Front Royal, Va., radio range and the northwest leg of the Washington, D. C., radio range.

(19) *Red civil airway No. 19.* (Dayton, Ohio, to Grand Rapids, Mich.) From the Dayton, Ohio, radio range station, via the Fort Wayne, Ind., radio range station; to the intersection of the center lines of the on course signals of the northwest leg of the Fort Wayne, Ind., radio range and the east leg of the Goshen, Ind., radio range. From the Goshen, Ind., radio range station, via the intersection of the center lines of the on course signals of the north leg of the Goshen, Ind., radio range and the southwest leg of the Grand Rapids, Mich., radio range; to the Grand Rapids, Mich., radio range station.

(20) *Red civil airway No. 20.* (Detroit, Mich., to Washington, D. C.) From the intersection of the center line of the on course signal of the northwest leg of the Cleveland, Ohio, radio range and the U. S.-Canadian border, via the Cleveland, Ohio, radio range station; and the Akron, Ohio, radio range station; to the intersection of the center lines of the on course signals of the southeast leg of the Cleveland, Ohio, radio range and the southwest leg of the Pittsburgh, Pa., radio range. From the Pittsburgh, Pa., radio range station, via the Martinsburg, W. Va., radio range station; to the Washington, D. C., radio range station.

(21) *Red civil airway No. 21.* (Detroit, Mich., to Woodward, Pa.) From Detroit, Mich. (Wayne County Airport), radio range station; to the intersection of the center lines of the on course signals of the southeast leg of the Detroit, Mich. (Wayne County Airport), radio range and the west leg of the Cleveland, Ohio, radio range. From the intersection of the center lines of the on course signals of the west leg of the Cleveland, Ohio, radio range and the northwest leg of the Akron, Ohio, radio range, via the Akron, Ohio, radio range station; to the Pittsburgh, Pa., radio range station. From the intersection of the center lines of the on course signals of the northeast leg of the Pittsburgh, Pa., radio range and the west leg of the Cove Valley, Pa., radio range, via the intersection of the center lines of the on course signals of the northeast leg of the Pittsburgh, Pa., radio range and the north leg of the Cove Valley, Pa., radio range; to the Woodward, Pa., radio marker station.

(22) *Red civil airway No. 22.* (Roanoke, Va., to Gordonsville, Va.) From Roanoke, Va., radio range station, via the Lynchburg, Va., radio range station; to the Gordonsville, Va., radio range station.

(23) *Red civil airway No. 23.* (Buffalo, N. Y., to New York, N. Y.) From the Buffalo, N. Y., radio range station, via the Elmira, N. Y., radio range station; to the New York, N. Y. (New York, LaGuardia Field), radio range station.

(24) *Red civil airway No. 24.* (Amarillo, Tex., to Oklahoma City, Okla.) From the Amarillo, Tex., radio range station; to the Oklahoma City, Okla., radio range station.

(25) *Red civil airway No. 25.* (Daytona Beach, Fla., to Miami, Fla.) From the Daytona Beach, Fla., radio range station, via the intersection of the center lines of the on course signals of the south leg of the Daytona Beach, Fla., radio range and the northeast leg of the Orlando, Fla., radio range; Orlando, Fla., radio range station; Tampa, Fla., radio range station; and the Fort Myers, Fla., radio range station; to the Miami, Fla., radio range station.

(26) *Red civil airway No. 26.* (New York, N. Y., to Syracuse, N. Y.) From the intersection of the center lines of the on course signals of the southeast leg of the Elmira, N. Y., radio range and the south leg of the Syracuse, N. Y., radio

range; to the Syracuse, N. Y., radio range station.

(27) *Red civil airway No. 27.* (Dayton, Ohio, to Detroit, Mich.) From the intersection of the center lines of the on course signals of the northeast leg of the Dayton, Ohio, radio range and the west leg of the Columbus, Ohio, radio range via the intersection of the center lines of the on course signals of the northeast leg of the Dayton, Ohio, radio range and the south leg of the Toledo, Ohio, radio range; the Toledo, Ohio, radio range station; and the intersection of the center lines of the on course signals of the north leg of the Toledo, Ohio, radio range and the south leg of the Detroit, Mich. (Wayne County Airport) radio range; to the Detroit, Mich. (Wayne County Airport), radio range station.

(28) *Red civil airway No. 28.* (Chicago, Ill., to Grand Rapids, Mich.) From the Chicago, Ill., radio range station, via the intersection of the center lines of the on course signals of the northeast leg of the Chicago, Ill., radio range and the southwest leg of the Grand Rapids, Mich., radio range; to the Grand Rapids, Mich., radio range station.

(29) *Red civil airway No. 29.* (Baltimore, Md., to Elmira, N. Y.) From Baltimore, Md., radio range station, via the Harrisburg, Pa., radio range station; and the Williamsport, Pa., radio range station; to the Elmira, N. Y., radio range station.

(30) *Red civil airway No. 30.* (Mobile, Ala., to Jacksonville, Fla.) From the intersection of the center lines of the on course signals of the northeast leg of the Mobile, Ala., radio range and the west leg of the Crestview, Fla., radio range; via the Crestview, Fla., radio range station, the intersection of the center lines of the on course signals of the east leg of the Crestview, Fla., radio range and the northwest leg of the Tallahassee, Fla., radio range; and the Tallahassee, Fla., radio range station; to the Jacksonville, Fla., radio range station.

(31) *Red civil airway No. 31.* (Huron, S. Dak., to Minneapolis, Minn.) From the Huron, S. Dak., radio range station, via the Watertown, S. Dak., radio range station; and the Willmar, Minn., radio range station; to the intersection of the center lines of the on course signals of the east leg of the Willmar, Minn., radio range and the northwest leg of the Minneapolis, Minn., radio range.

(32) *Red civil airway No. 32.* (San Antonio, Tex., to Houston, Tex.) From the intersection of the center lines of the on course signals of the southeast leg of the San Antonio, Tex., radio range and the west leg of the Yoakum, Tex., radio range, via the Yoakum, Tex., radio range station; to the intersection of the center lines of the on course signal of the east leg of the Yoakum, Tex., radio range and the southwest leg of the Houston, Tex., radio range.

(33) *Red civil airway No. 33.* (Harrisburg, Pa., to New York, N. Y.) From

the intersection of the center lines of the on course signals of the southeast leg of the Harrisburg, Pa., radio range and the southwest leg of the Allentown, Pa., radio range, via the Allentown, Pa., radio range station; to the intersection of the center lines of the on course signals of the northeast leg of the Allentown, Pa., radio range and the northwest leg of the New York, N. Y. (LaGuardia Field), radio range.

(34) *Red civil airway No. 34. (Raleigh, N. C., to Pulaski, Va.)* From the Raleigh, N. C., radio range station, via the Greensboro, N. C., radio range station; the intersection of the center lines of the on course signals of the northwest leg of the Greensboro, N. C., radio range and the southeast leg of the Pulaski, Va., radio range; to the Pulaski, Va., radio range station.

(d) *Blue civil airways—(1) Blue civil airway No. 1. (Pendleton, Oreg., to Spokane, Wash.)* From the Pendleton, Oreg., radio range station, via the Municipal Airport, Walla Walla, Wash.; to the Spokane, Wash., radio range station.

(2) *Blue civil airway No. 2. (Birmingham, Ala., to Erie, Pa.)* From the intersection of the center lines of the on course signals of the east leg of the Birmingham, Ala., radio range and the southwest leg of the Chattanooga, Tenn., radio range, via the Chattanooga, Tenn., radio range station; to the intersection of the center lines of the on course signals of the northeast leg of the Chattanooga, Tenn., radio range and the west leg of the Knoxville, Tenn., radio range. From the intersection of the center lines of the on course signals of the northeast leg of the Bristol, Tenn., radio range and the south leg of the Charleston, W. Va., radio range; to the Charleston, W. Va., radio range station. From the Elkins, W. Va., radio range station; to the intersection of the center lines of the on course signals of the north leg of the Elkins, W. Va., radio range and the west leg of the Pittsburgh, Pa., radio range. From the intersection of the center lines of the on course signals of the northwest leg of the Pittsburgh, Pa., radio range and the south leg of the Mercer, Pa., radio range, via the Mercer, Pa., radio range station; to the Erie, Pa., radio range station.

(3) *Blue civil airway No. 3. (Memphis, Tenn., to Tampa, Fla.)* From the intersection of the center lines of the on course signals of the northeast leg of the Memphis, Tenn., radio range and the northwest leg of the Muscle Shoals, Ala., radio range, via the Muscle Shoals, Ala., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Muscle Shoals, Ala., radio range and the north leg of the Birmingham, Ala., radio range; Birmingham, Ala., radio range station; Montgomery Airport, Montgomery, Ala.; Dothan, Ala., radio range station; the intersection of the center lines of the on course signals of the southeast leg of the Dothan, Ala., radio range and the northwest leg of the Tallahassee, Fla.,

radio range; Tallahassee, Fla., radio range station; the intersection of the center lines of the on course signals of the east leg of the Tallahassee, Fla., radio range and the northwest leg of the Cross City, Fla., radio range; Cross City, Fla., radio range station; and the intersection of the center lines of the on course signals of the southeast leg of the Cross City, Fla., radio range and the north leg of the Tampa, Fla., radio range; to the Tampa, Fla., radio range station.

(4) *Blue civil airway No. 4. (Boston, Mass., to Rouses Point, N. Y.)* From the Boston, Mass., radio range station, via the intersection of the center lines of the on course signals of the northwest leg of the Boston, Mass., radio range and the south leg of the Concord, N. H., radio range; Concord, N. H., radio range station; and the Burlington, Vt., radio range station; to Rouses Point, N. Y. (U. S.-Canadian border).

(5) *Blue civil airway No. 5. (Galveston, Tex., to Wichita, Kans.)* From the Municipal Airport, Galveston, Tex., via the Galveston, Tex., radio range station; Houston, Tex., radio range station; Navasota, Tex., radio range station; Waco, Tex., radio range station; the intersection of the center lines of the on course signals of the northeast leg of the Waco, Tex., radio range and the south leg of the Dallas, Tex., radio range; and the Dallas, Tex., radio range station; to the intersection of the center lines of the on course signals of the northwest leg of the Dallas, Tex., radio range and the north leg of the Fort Worth, Tex., radio range. From the Oklahoma City, Okla., radio range station, via the intersection of the center lines of the on course signals of the north leg of the Oklahoma City, Okla., radio range and the southeast leg of the Wichita, Kans., radio range; to the Wichita, Kans., radio range station.

(6) *Blue civil airway No. 6. (Abilene, Tex., to Oklahoma City, Okla.)* From the Abilene, Tex., radio range station, via the Wichita Falls, Tex., radio range station; to the intersection of the center lines of the on course signals of the northeast leg of the Wichita Falls, Tex., radio range and the south leg of the Oklahoma City, Okla., radio range.

(7) *Blue civil airway No. 7. (Springfield, Ill., to Morse, Ill.)* From the Springfield, Ill., radio range station, via the Peoria, Ill., radio range station; to the Morse, Ill., radio range station.

(8) *Blue civil airway No. 8. (Fargo, N. Dak., to U. S.-Canadian border.)* From the Fargo, N. Dak., radio range station, via the Grand Forks, N. Dak., radio range station; and the Pembina, N. Dak., radio range station; to the intersection of the center line of the on course signal of the north leg of the Pembina, N. Dak., radio range and the U. S.-Canadian border.

(9) *Blue civil airway No. 9. (Columbia, Mo., to La Crosse, Wis.)* From the Columbia, Mo., radio range station, via the Kirksville, Mo., radio range station; the intersection of the center lines of the on course signals of the northwest leg

of the Kirksville, Mo., radio range and the south leg of the Des Moines, Iowa, radio range; Des Moines, Iowa, radio range station; and the intersection of the center lines of the on course signals of the north leg of the Des Moines, Iowa, radio range and the southwest leg of the La Crosse, Wis., radio range; to the La Crosse, Wis., radio range station.

(10) *Blue civil airway No. 10. (Modesto, Calif., to Williams, Calif.)* From the Modesto, Calif., radio range station, via the intersection of the center lines of the on course signals of the northeast leg of the Modesto, Calif., radio range and the southeast leg of the Sacramento, Calif., radio range; and the Sacramento, Calif., radio range station; to the Williams, Calif., radio range station.

(11) *Blue civil airway No. 11. (Muscle Shoals, Ala., to Nashville, Tenn.)* From the Muscle Shoals, Ala., radio range station; to the intersection of the center lines of the on course signals of the north leg of the Muscle Shoals, Ala., radio range and the southwest leg of the Nashville, Tenn., radio range.

(12) *Blue civil airway No. 12. (Northdallas, Wash., to Ellensburg, Wash.)* From the Northdallas, Wash., radio range station, via the intersection of the center lines of the on course signals of the northeast leg of the Northdallas, Wash., radio range and the south leg of the Ellensburg, Wash., radio range; to the Ellensburg, Wash., radio range station.

(13) *Blue civil airway No. 13. (Lake Charles, La., to Texarkana, Ark.)* From the Lake Charles, La., radio range station, via the intersection of the center lines of the on course signals of the north leg of the Lake Charles, La., radio range and the southeast leg of the Shreveport, La., radio range; and the Shreveport, La., radio range station; to the intersection of the center lines of the on course signals of the northwest leg of the Shreveport, La., radio range and the southwest leg of the Texarkana, Ark., radio range.

(14) *Blue civil airway No. 14. (Riverside, Calif., to Bakersfield, Calif.)* From the Riverside, Calif., radio range station, via the intersection of the center lines of the on course signals of the north leg of the Riverside, Calif., radio range and the southeast leg of the Palmdale, Calif., radio range; and the Palmdale, Calif., radio range station; to the intersection of the center lines of the on course signals of the northwest leg of the Palmdale, Calif., radio range and the south leg of the Bakersfield, Calif., radio range.

(15) *Blue civil airway No. 15. (Columbus, Ohio, to Erie, Pa.)* From the intersection of the center lines of the on course signals of the east leg of the Columbus, Ohio, radio range and the southwest leg of the Akron, Ohio, radio range, via the Akron, Ohio, radio range station; to the intersection of the center lines of the on course signals of the northeast leg of the Akron, Ohio, radio range and the southwest leg of the Erie, Pa., radio range.

(16) *Blue civil airway No. 16.* (Dillon, Mont., to Helena, Mont.) From the Dillon, Mont., radio range station, via the Butte, Mont., radio range station; to the Helena, Mont., radio range station.

(17) *Blue civil airway No. 17.* (Blythe, Calif., to Kingman, Ariz.) From the Blythe, Calif., radio range station, via the Needles, Calif., radio range station; to the intersection of the center lines of the on course signals of the north leg of the Needles, Calif., radio range and the west leg of the Kingman, Ariz., radio range.

(18) *Blue civil airway No. 18.* (Newark, N. J., to Burlington, Vt.) From the intersection of the center lines of the on course signals of the northeast leg of the Newark, N. J., radio range and the south leg of the New Hackensack, N. Y., radio range, via the New Hackensack, N. Y., radio range station; to the Albany, N. Y., radio range station; to the Burlington, Vt., radio range station.

(19) *Blue civil airway No. 19.* (Melbourne, Fla., to Orlando, Fla.) From the Melbourne, Fla., radio range station; to the Orlando, Fla., radio range station.

(e) *Additional civil airways—*(1) *Anchorage, Alaska, to Fairbanks, Alaska, Civil Airway.* From the center of Anchorage, Alaska, via the Talkeetna, Alaska, Airways Communications Station (Lat. 62°18'54" N., Long. 150°05'36" W.); and the Summit, Alaska, Airways Communications Station (Lat. 63°19'45" N., Long. 149°09'20" W.), to the center of Fairbanks, Alaska.

(2) *Anchorage, Alaska, to Naknek, Alaska, Civil Airway.* From the center of Anchorage, Alaska, via the center of Kenai, Alaska; and the center of Iliamna, Alaska, to the center of Naknek, Alaska.

(3) *Anchorage, Alaska, to Nome, Alaska, Civil Airway.* From the center of Anchorage, Alaska, via Farwell, Alaska, (Lat. 62°11' N., Long. 153°09' W.); and the center of McGrath, Alaska, to the center of Nome, Alaska.

(4) *Anchorage, Alaska, to Unalakleet, Alaska, Civil Airway.* From the center of Anchorage, Alaska, via the center of Seward, Alaska; the center of Kodiak, Alaska; the center of Chignik, Alaska; and the center of King Cove, Alaska, to the center of Unalakleet, Alaska.

(5) *Bismarck, N. Dak., to Minot, N. Dak., Civil Airway.* From the Municipal Airport, Bismarck, N. Dak., to the Municipal Airport, Minot, N. Dak.

(6) *Boundary, Alaska, to Fairbanks, Alaska, Civil Airway.* From Boundary, Alaska (Lat. 62°31' N., Long. 141°15' W.), via the center of Tanana Crossing, Alaska; and the center of Big Delta, Alaska, to the center of Fairbanks, Alaska.

(7) *Charleston, W. Va., to Pittsburgh, Pa., Civil Airway.* From the Municipal Airport, Charleston, W. Va., via the Municipal Airport, Parkersburg, W. Va., to the Municipal Airport, Pittsburgh, Pa.

(8) *Cheyenne, Wyo., to Huron, S. Dak., Civil Airway.* From the Municipal Airport, Cheyenne, Wyo., via the Municipal Airport, Scotts Bluff, Nebr.; the Hot Springs Airport, Hot Springs, S. Dak.;

the Municipal Airport, Rapid City, S. Dak.; and the Municipal Airport, Pierre, S. Dak., to the Municipal Airport, Huron, S. Dak.

(9) *Cordova, Alaska, to Big Delta, Alaska, Civil Airway.* From the center of Cordova, Alaska, via the center of Valdez, Alaska; the center of Copper Center, Alaska; and the center of Paxson, Alaska, to the center of Big Delta, Alaska.

(10) *Detroit, Mich., to Sault Ste. Marie, Mich., Civil Airway.* From the Detroit City Airport, Detroit, Mich., via the Municipal Airport, Saginaw, Mich.; Traverse City Airport, Traverse City, Mich.; and the Pellston Airport, Pellston, Mich.; to the Municipal Airport, Sault Ste. Marie, Mich.

(11) *Du Bois, Idaho, to West Yellowstone, Mont., Civil Airway.* From the Du Bois, Idaho, Intermediate Field of the Civil Aeronautics Administration to the Municipal Airport, West Yellowstone, Mont.

(12) *Fairbanks, Alaska, to Bethel, Alaska, Civil Airway.* From the center of Fairbanks, Alaska, via the center of Nenana, Alaska; the center of McGrath, Alaska; and the center of Aniak, Alaska, to the center of Bethel, Alaska.

(13) *Fairbanks, Alaska, to Nome, Alaska, Civil Airway.* From the center of Fairbanks, Alaska, via the center of Tanana, Alaska; the center of Ruby, Alaska; and Moses Point, Alaska, (Lat. 64°42' N., Long. 161°57' W.), to the center of Nome, Alaska.

(14) *Grand Rapids, Mich., to Traverse City, Mich., Civil Airway.* From the Municipal Airport, Grand Rapids, Mich., to the Traverse City Airport, Traverse City, Mich.

(15) *Juneau, Alaska, to Anchorage, Alaska, Civil Airway.* From the center of Juneau, Alaska, via Cape Spencer, Alaska, (Lat. 58°13' N., Long. 137°13' W.); the center of Yakutat, Alaska; the center of Yakutat, Alaska; the center of Cordova, Alaska; and the center of Portage, Alaska, to the center of Anchorage, Alaska.

(16) *Ketchikan, Alaska, to Haines, Alaska, Civil Airway.* From the center of Ketchikan, Alaska, via the center of Petersburg, Alaska; and the center of Juneau, Alaska, to the center of Haines, Alaska.

(17) *Kodiak, Alaska, to Nome, Alaska, Civil Airway.* From the center of Kodiak, Alaska, via the center of Naknek, Alaska; the center of Goodnews Bay, Alaska; and the center of Bethel, Alaska, to the center of Nome, Alaska.

(18) *Los Angeles, Calif., to San Francisco, Calif., Civil Airway (Coastal Route).* From the Municipal Airport, Los Angeles, Calif., via the Goleta Airport, Santa Barbara, Calif.; Santa Maria Airport, Santa Maria, Calif.; Paso Robles Airport, Paso Robles, Calif.; and the Municipal Airport, Salinas, Calif., to Mills Field, San Francisco, Calif.

(19) *Nome, Alaska, to Point Barrow, Alaska, Civil Airway.* From the center of Nome, Alaska, via the center of Kotzebue, Alaska, to the center of Point Barrow, Alaska.

(20) *Norfolk, Va., to Washington, D. C., Civil Airway.* From the Municipal Airport, Norfolk, Va., to the National Airport, Washington, D. C.

(21) *Petersburg, Alaska, to Cape Spencer, Alaska, Civil Airway.* From the center of Petersburg, Alaska, via the center of Sitka, Alaska, to Cape Spencer, Alaska, (Lat. 58°13' N., Long. 137°13' W.).

(22) *Pueblo, Colo., to Wichita, Kans., Civil Airway.* From the Municipal Airport, Pueblo, Colo., via the Municipal Airport, La Junta, Colo.; Municipal Airport, Garden City, Kans.; and the Municipal Airport, Hutchinson, Kans.; to the Municipal Airport, Wichita, Kans.

(23) *Pueblo, Colo., to Wichita, Kans., Civil Airway (Alternate Route).* From the Municipal Airport, Pueblo, Colo., via the Municipal Airport, La Junta, Colo.; Municipal Airport, Garden City, Kans.; Municipal Airport, Dodge City, Kans.; and the Municipal Airport, Pratt, Kans.; to the Municipal Airport, Wichita, Kans.

(24) *Rapid City, S. Dak., to Spearfish, S. Dak., Civil Airway.* From the Municipal Airport, Rapid City, S. Dak., to the Municipal Airport, Spearfish, S. Dak.

(25) *St. Louis, Mo., to Des Moines, Iowa, Civil Airway.* From the Municipal Airport, St. Louis, Mo., via the Municipal Airport, Quincy, Ill., and the Municipal Airport, Ottumwa, Iowa, to the Municipal Airport, Des Moines, Iowa.

(26) *St. Louis, Mo., to Louisville, Ky., Civil Airway.* From the Municipal Airport, St. Louis, Mo., via the Municipal Airport, Evansville, Ind., to the Municipal Airport, Louisville, Ky.

(27) *Tallahassee, Fla., to Atlanta, Ga., Civil Airway.* From the Municipal Airport, Tallahassee, Fla., via the Municipal Airport, Albany, Ga., to Candler Field, Atlanta, Ga.

(28) *Winslow, Ariz., to Las Vegas, Nev., Civil Airway.* From the T. & W. A. Airport, Winslow, Ariz., via the South Rim Airport, Grand Canyon, Ariz., and the Boulder City Airport, Boulder City, Nev., to the Western Air Express Airport, Las Vegas, Nev.

This designation of civil airways shall become effective and all other designations of civil airways heretofore made by the Administrator of Civil Aeronautics shall be repealed at 12:01 A. M., E. S. T., June 1, 1941. (Sec. 302, (52 Stat. 985))

DONALD H. CONNOLLY,
Administrator of Civil Aeronautics.

[F. R. Doc. 41-3533; Filed, May 17, 1941;
9:42 a. m.]

TITLE 24—HOUSING CREDIT CHAPTER IV—HOME OWNERS' LOAN CORPORATION

[Administrative Order No. 3-205]

PART 402, LOAN SERVICE DIVISION

PAYMENT OF TAXES

Amending Part 402 of Chapter IV, Title 24 of the Code of Federal Regulations.

The last two paragraphs of § 402.03-65,¹ and being the paragraphs immediately following the paragraph thereof identified as (d), are amended to read as follows:

§ 402.03-65 *Payment of taxes.*

At the time or times recommended by the Regional Manager and approved by the Deputy General Manager in Charge of Loan Service advances shall be made for the payment of taxes, assessments, ground rents or other levies or charges, (1) which are required to be paid by home owners not having tax and insurance accounts, or (2) which are or may become liens and are required to be paid directly by home owners having tax and insurance accounts, but which are found to be unpaid in accordance with the provisions of Article 203-57 of the Consolidated Manual. In recommending the time for such advances, the Regional Manager shall also state the manner in which information will be obtained regarding tax delinquency in the various taxing jurisdictions.

The Regional Manager shall give consideration to the date when such items will become subject to sale and the amount of interest and penalties which will accrue. Exceptions to the requirements of the preceding paragraph may be made by him in instances where he determines that the payment of such items is not in the Corporation's interest. These may be cases where, (1) the amount of indebtedness to the Corporation is so small or the period of time when the remaining balance will be fully paid so short that an advance for taxes by the Corporation is not desirable; or (2) instances where information is received that the value of the entire security property, or some severable portion thereof, does not justify the payment of taxes. The payment of taxes in such exceptional cases shall not be deferred by the Regional Manager beyond the time when the Corporation's lien would be extinguished by the expiration of the redemption period, or for other causes, without the prior approval of the General Manager in accordance with section 106 of the Consolidated Manual. (Effective date June 2, 1941.)

(Above procedure promulgated by General Manager and General Counsel pursuant to authority vested in them by the Federal Home Loan Bank Board acting pursuant to secs. 4 (a), 4 (k) of Home Owners' Loan Act of 1933, 48 Stat. 129, 132, as amended by section 13 of the Act of April 27, 1934, 48 Stat. 647; 12 U.S.C. 1463 (a), (k).)

[SEAL]

J. FRANCIS MOORE,
Secretary.

[F. R. Doc. 41-3799; Filed, May 27, 1941;
12:32 p. m.]

¹ 5 F.R. 1052, 1053.

[Administrative Order No. 3-206]

PART 402—LOAN SERVICE DIVISION

ADVANCES TO HOME OWNERS FOR PAYMENT OF TAXES, ASSESSMENTS, OTHER LEVIES OR CHARGES, GROUND RENTS, OR INSURANCE PREMIUMS—HOW CHARGED

Amending Part 402 of Chapter IV, Title 24 of the Code of Federal Regulations.

Section 402.06-7¹ is amended to read as follows:

§ 402.06-7 *Advances—on demand or amortized.* Advances to home owners for the payment of taxes, assessments, other levies or charges, ground rents, or insurance premiums arising from deficiency in the Tax and Insurance account shall be charged to the home owner's account and billed as follows:

(a) When the amount of the advance less any existing prepayment balance is equal to or less than one monthly instalment of the loan or sales account (excluding the monthly provision for tax and insurance accumulations), on a demand basis;

(b) When the amount of the advance less any existing prepayment balance is in excess of one monthly instalment of the loan or sales account (excluding the monthly provision for tax and insurance accumulations), by increasing the instalment payments of the loan or sales account in an amount sufficient to repay the advance with interest over the unexpired term of the loan or sales contract.

In cases where foreclosure is contemplated or cases involving unusual circumstances, the advance may be billed on such basis as the Control Supervisor may direct.

All other advances to home owners for the payment of taxes, assessments, other levies or charges, ground rents, or insurance premiums will be billed on demand unless the Control Supervisor directs that they be amortized. Ordinarily, advances under the provisions of § 402.03-65 (d) will be billed on demand. Any advances billed on demand may be subsequently amortized by direction of the Control Supervisor. In cases where the advance is to be amortized, payment shall begin with the next installment due date for which the home owner is billed following receipt of direction by the Regional Accountant, unless otherwise directed by the Control Supervisor in individual cases. The period of amortization shall not exceed the remaining life of the loan or other contract, and shall be for the shortest time commensurate with the home owner's ability to pay. (Effective date June 2, 1941.)

(Above procedure promulgated by General Manager and General Counsel pursuant to authority vested in them by the Federal Home Loan Bank Board acting pursuant to secs. 4 (a), 4 (k) of Home Owners' Loan Act of 1933, 48 Stat.

¹ 5 F.R. 1054, 2610.

129, 132, as amended by section 13 of the Act of April 27, 1934, 48 Stat. 647; 12 U.S.C. 1463 (a), (k).)

J. FRANCIS MOORE,
Secretary.

[F. R. Doc. 41-3798; Filed, May 27, 1941;
12:32 p. m.]

TITLE 43—PUBLIC LANDS

CHAPTER III—GRAZING SERVICE

PART 502—LIST OF ORDERS CREATING OR MODIFYING GRAZING DISTRICTS

ADDITION TO NEVADA GRAZING DISTRICT NO. 2¹

Under and pursuant to the provisions of the act of June 28, 1934 (48 Stat. 1269, 43 U. S. Code, sec. 315, et seq.), as amended, commonly known as the Taylor Grazing Act, and subject to the limitations and conditions therein contained, Nevada Grazing District No. 2, as established and defined by departmental orders of October 18, 1935, January 31, 1936, April 20, 1936, August 5, 1936, January 18, 1937, and May 12, 1938, is hereby augmented to include all vacant, unappropriated, and unreserved public lands, all lands withdrawn or reserved for other purposes that may hereafter be included in the district in accordance with the provisions of section 1 of the said Taylor Grazing Act by approval of the head of the Department having jurisdiction thereof, and all lands hereafter acquired by lease under the provisions of the act of June 23, 1938 (52 Stat. 1033, 43 U. S. Code, sec. 315m-1, 2, 3, 4), commonly known as the Pierce Act, not excluding lands withdrawn by Executive Order of November 26, 1934 (No. 6910), within the following-described areas:

NEVADA

Mount Diablo Meridian

- T. 29 N., R. 19 E.,
Sec. 11, E½ (unsurveyed);
Sec. 14, that part of the E½ north of the Pyramid Lake Indian Reservation (unsurveyed);
- T. 31 N., R. 20 E.,
Sec. 1, all (unsurveyed);
Sec. 2, NE¼ and S½ (unsurveyed);
Sec. 10, SE¼ (unsurveyed);
Secs. 11, 12, and 14 (unsurveyed);
Sec. 15, NE¼ and S½ (unsurveyed);
Sec. 16, S½ (unsurveyed);
- T. 30 N., R. 21 E.,
Sec. 4, all;
Sec. 8, E½;
Secs. 9, 16, and 17;
- T. 31 N., R. 21 E., secs. 5 and 6 (unsurveyed);
- T. 32 N., R. 21 E.,
Sec. 10, NE¼ and S½ (unsurveyed);
Sec. 15, NW¼ (unsurveyed);
Sec. 16, E½ (unsurveyed);
Sec. 21, E½ (unsurveyed);
Sec. 28, NE¼ and S½ (unsurveyed);
Sec. 32, E½ (unsurveyed);
- T. 31 N., R. 22 E., secs. 4 to 9 and secs. 16 to 18, inclusive (unsurveyed);
- T. 32 N., R. 22 E.,
Sec. 21, S½ (unsurveyed);
Sec. 22, S½ (unsurveyed);
Sec. 25, SW¼ (unsurveyed);
Sec. 26, NW¼ and S½ (unsurveyed);

¹ Affects § 502.1d.

Secs. 27 and 28 (unsurveyed);
 Sec. 29, S $\frac{1}{2}$ (unsurveyed);
 Sec. 31, NE $\frac{1}{4}$ and S $\frac{1}{2}$ (unsurveyed);
 Secs. 32 to 36, inclusive (unsurveyed);
 T. 29 N., R. 23 E.,
 Secs. 4, 9, and 16 (unsurveyed);
 Sec. 17, E $\frac{1}{2}$ (unsurveyed);
 Sec. 20, E $\frac{1}{2}$ (unsurveyed);
 Secs. 21, 26, 29, 32, and 33 (unsurveyed);
 T. 30 N., R. 23 E., secs. 1 to 3 and secs. 10 to 15, inclusive (unsurveyed);
 T. 31 N., R. 23 E., secs. 5 to 9, inclusive, sec. 16, secs. 21 to 23 and secs. 33 to 36, inclusive (unsurveyed);
 T. 32 N., R. 23 E., secs. 25 and 36;
 T. 33 N., R. 24 E., that part southeast of the Western Pacific (unsurveyed);
 T. 34 N., R. 24 E., secs. 1 to 3, secs. 10 to 15, and secs. 22 to 24, inclusive, and secs. 27 and 34 (unsurveyed);
 Tps. 29 to 32 N., inclusive, R. 25 E., all (unsurveyed);
 Tps. 33 and 34 N., R. 25 E., those parts southeast of the Western Pacific (unsurveyed);
 T. 30 N., R. 26 E., all (unsurveyed);
 T. 31 N., R. 26 E., secs. 4 to 9, secs. 16 to 21, and secs. 28 to 33, inclusive (unsurveyed);
 T. 33 N., R. 26 E., secs. 4 to 9, secs. 16 to 21, and secs. 28 to 33, inclusive (unsurveyed);
 T. 34 N., R. 26 E., that part of the W $\frac{1}{2}$ southeast of Western Pacific (unsurveyed);
 T. 37 N., R. 27 E., secs. 4 to 9, secs. 16 to 21, and secs. 28 to 33, inclusive (unsurveyed);
 T. 38 N., R. 27 E., secs. 4 to 8, secs. 17 to 20, and secs. 29 to 32, inclusive (unsurveyed);
 Tps. 36, 37, and 38 N., R. 29 E., all (unsurveyed).

The Federal Range Code, as revised, shall be effective as to the lands embraced herein from and after the date of the publication of this order in the FEDERAL REGISTER, except that no part of such lands will be subject to the provisions of section 8, paragraphs (b), (d), (e), and (f) of said Code, relating to grazing fees, until one year from the date of publication of this order in the FEDERAL REGISTER.

E. K. BURLEW,

Acting Secretary of the Interior.

MAY 16, 1941.

[F. R. Doc. 41-3807; Filed, May 28, 1941; 9:43 a. m.]

Notices

WAR DEPARTMENT.

[Contract No. W 535 AC-1]

SUMMARY OF CONTRACT¹ FOR SUPPLIES

CONTRACTOR: BOEING AIRCRAFT COMPANY

Contract for: * * * Airplanes, Spare Parts Therefor and Data.

Amount: \$17,201,352.00.

Place: Matériel Division, Air Corps, U. S. Army, Wright Field, Dayton, Ohio.

The supplies and services to be obtained by this instrument are authorized by, are for the purpose set forth in, and are chargeable to the following Procurement Authorities, the available balances of which are sufficient to cover cost of same: AC 299P1-30 A 0021-13.

This contract, entered into this 11th day of April 1941.

Scope of this contract. The contractor shall furnish and deliver * * * air-

planes, spare parts therefor and data for the consideration stated not to exceed seventeen million two hundred one thousand three hundred fifty-two dollars (\$17,201,352.00) in strict accordance with the specifications, schedules and drawings, all of which are made a part hereof.

Changes. Where the supplies to be furnished are to be specially manufactured in accordance with drawings and specifications, the contracting officer may at any time, by a written order, and without notice to the sureties, make changes in the drawings or specifications, except Federal Specifications. Changes as to shipment and packing of all supplies may also be made as above provided.

Delays—Damages. If the contractor refuses or fails to make deliveries of the materials or supplies within the time specified in Article 1, or any extension thereof, the Government may by written notice terminate the right of the contractor to proceed with deliveries or such part or parts thereof as to which there has been delay.

Payments. The contractor shall be paid, upon the submission of properly certified invoices or vouchers, the prices stipulated herein for articles delivered and accepted or services rendered, less deductions, if any, as herein provided. Unless otherwise specified, payments will be made on partial deliveries accepted by the Government when the amount due on such deliveries so warrants; or, when requested by the contractor, payments for accepted partial deliveries shall be made whenever such payments would equal or exceed either \$1,000 or 50 percent of the total amount of the contract.

Articles and supplies called for and prices therefor. The Contractor shall furnish and deliver to the Government all of the following articles:

Item 1. * * * Airplanes,	
total -----	\$14,334,460.00
Item 2. Certain spare parts	
for all of the airplanes at	
a total price not exceeding--	2,866,892.00

Partial payments will be made as the work progresses at the end of each calendar month or as soon thereafter as practicable on authenticated statements of expenditures of the Contractor approved by the Contracting Officer.

Advance payments. Advance payments may be made from time to time for the supplies called for when the Secretary of War deems such action necessary in the interest of the National Defense.

Delays—Damages. Delay in delivery resulting from the inability of the Contractor, acting with due diligence, to procure materials or parts required for the manufacture of the articles called for hereunder shall be considered "delay in delivery due to unforeseeable causes beyond the control and without the fault or negligence of the Contractor".

Price adjustment. The contract prices stated in this contract for airplanes and spare parts are subject to adjustments for changes in labor and material costs.

General. It is expressly agreed that quotas for labor will not be altered on account of delays in the completion of the airplanes and spare parts.

Termination when Contractor not in default. If, in the opinion of the contracting officer upon the approval of the Secretary of War, the best interests of the Government so require, this contract may be terminated by the Government, even though the contractor be not in default, by a notice in writing relative thereto from the contracting officer to the contractor.

Title to property where partial payments are made. The title to all property upon which any partial payment is made prior to the completion of this contract, shall vest in the Government.

Fire insurance. The contractor agrees to insure against fire all property in its possession upon which a partial payment is about to be made, such insurance to be in a sum at least equal to the amount of such payment plus all other partial payments, if any, theretofore made thereon, and further agrees to keep such property so insured, free of cost to the Government, until the same is delivered to the Government. Such property is to be considered as delivered to the Government upon its final acceptance.

This contract authorized under provisions of Section 1 (a), Act of July 2, 1940.

FRANK W. BULLOCK,
 Major, Signal Corps,
 Assistant to the Director of
 Purchases and Contracts.

[F. R. Doc. 41-3800; Filed, May 28, 1941; 9:41 a. m.]

[Contract No. W 535 AC-2]

SUMMARY OF CONTRACT¹ FOR SUPPLIES

CONTRACTOR: DOUGLAS AIRCRAFT COMPANY, INC.

Contract for: * * * Airplanes * * *, Spare Parts and Data.

Amount: \$43,521,300.00.

Place: Matériel Division, Air Corps, U. S. Army, Wright Field, Dayton, Ohio.

The supplies and services to be obtained by this instrument are authorized by, are for the purpose set forth in, and are chargeable to the following Procurement Authorities, the available balances of which are sufficient to cover costs of same: AC 299 P1-30 A 0021-13.

This contract, entered into this 12th day of March 1941.

Scope of this contract. The contractor shall furnish and deliver * * * airplanes * * *, spare parts and data for the consideration stated not to exceed forty three million five hundred twenty one thousand three hundred dollars (\$43,521,300.00) in strict accordance with the specifications, schedules and drawings, all of which are made a part hereof.

¹ Approved by the Under Secretary of War, April 29, 1941.

¹ Approved by the Under Secretary of War April 23, 1941.

Changes. Where the supplies to be furnished are to be specially manufactured in accordance with drawings and specifications, the contracting officer may at any time, by a written order, and without notice to the sureties, make changes in the drawings or specifications, except Federal Specifications. Changes as to shipment and packing of all supplies may also be made as above provided.

Delays—Damages. If the contractor refuses or fails to make deliveries of the materials or supplies within the time specified in Article 1, or any extension thereof, the Government may by written notice terminate the right of the contractor to proceed with deliveries or such part or parts thereof as to which there has been delay.

Payments. The contractor shall be paid, upon the submission of properly certified invoices or vouchers, the prices stipulated herein for articles delivered and accepted or services rendered, less deductions, if any, as herein provided. Unless otherwise specified, payments will be made on partial deliveries accepted by the Government when the amount due on such deliveries so warrants; or, when requested by the contractor, payments for accepted partial deliveries shall be made whenever such payments would equal or exceed either \$1,000 or 50 percent of the total amount of the contract.

Articles and supplies called for and prices therefor. The Contractor shall furnish and deliver to the Government all of the following articles:

Item 1. Airplanes, total.....	\$36,267,750.00
Item 2. Certain spare parts for all of the airplanes called for under the terms of Item 1 of this Article at a total price not exceeding.....	7,253,550.00
Item 3. Manuscript Copy of Instructions and Maintenance Manual at no cost.	

Partial payments will be made as the work progresses at the end of each calendar month or as soon thereafter as practicable on authenticated statements of expenditures of the Contractor approved by the Contracting Officer.

Advance payments. Advance payments may be made from time to time for the supplies called for, when the Secretary of War deems such action necessary in the interest of the National Defense.

Termination when Contractor not in default. If, in the opinion of the contracting officer upon the approval of the Secretary of War, the best interests of the Government so require, this contract may be terminated by the Government, even though the contractor be not in default, by a notice in writing relative thereto from the contracting officer to the contractor.

Price adjustment. The contract prices stated in this contract for airplanes and spare parts are subject to adjustments for changes in labor and material costs.

General. It is expressly agreed that quotas for labor will not be altered on

account of delays in the completion of the airplanes and spare parts.

Fire insurance. The contractor agrees to insure against fire all property in its possession upon which a partial payment is about to be made, such insurance to be in a sum at least equal to the amount of such payment plus all other partial payments, if any, theretofore made thereon, and further agrees to keep such property so insured, free of cost to the Government, until the same is delivered to the Government. Such property is to be considered as delivered to the Government upon its final acceptance.

This contract authorized under the provisions of Section 1 (a), Act of July 2, 1940.

FRANK W. BULLOCK,
Major, Signal Corps,
Assistant to the Director of
Purchases and Contracts.

[F. R. Doc. 41-3801; Filed, May 28, 1941;
9:41 a. m.]

INDUCTION OF THE 121ST SEPARATE COAST ARTILLERY BATTALION (AA), NEVADA NATIONAL GUARD, EFFECTIVE JUNE 23, 1941

MAY 24, 1941.

To: Commanding General, Fourth Army, Presidio of San Francisco, California.

1. Pursuant to and in compliance with the provisions of Executive Order Number 8756, May 17, 1941, amending Executive Order Number 8633, January 14, 1941, ordering certain units and members of the National Guard of the United States into the active military service of the United States, effective on dates to be announced in War Department orders, June 23, 1941, is hereby announced as the effective date of induction for the following organization:

Unit	State
121st Separate Coast Artillery Battalion (AA).	Nevada.

2. Separate instructions are being transmitted for the troop movements to be made following induction.

3. The Governor and the Adjutant General of Nevada are being furnished copies of this letter.

By order of the Secretary of War.
R. G. HERSEY,
Adjutant General.

[F. R. Doc. 41-3802; Filed, May 28, 1941;
9:41 a. m.]

DEPARTMENT OF THE INTERIOR.

Bituminous Coal Division.

[Docket No. 1645-FD]

IN THE MATTER OF ELBERT MATTHEWS,
DEFENDANT

[Docket No. 1647-FD]

IN THE MATTER OF JAMES NICHOLSON,
DEFENDANT

ORDER POSTPONING HEARINGS

The above-entitled proceedings having been scheduled for hearing at 10

o'clock a. m., May 27, 1941, at the United States District Court Room, Birmingham, Alabama, and the defendants having requested postponements thereof;

It is ordered, That the hearings in the above-entitled matters be postponed to 10 o'clock a. m., June 30, 1941, and that the place of hearing be changed to Jefferson County Court House, Birmingham, Alabama.

Dated: May 26, 1941.

[SEAL]

H. A. GRAY,
Director.

[F. R. Doc. 41-3810; Filed, May 28, 1941;
10:32 a. m.]

[Docket No. A-40]

PETITION OF THE OHIO & PENNSYLVANIA COAL COMPANY, A PRODUCER IN DISTRICT NO. 4, FOR A REDUCTION IN CERTAIN EFFECTIVE MINIMUM PRICES FOR SCREENINGS, PURSUANT TO SECTION 4 II (d) OF THE BITUMINOUS COAL ACT OF 1937

[Docket No. A-41]

PETITION OF THE POWHATAN MINING COMPANY, A PRODUCER IN DISTRICT NO. 4, FOR A REDUCTION IN CERTAIN EFFECTIVE MINIMUM PRICES FOR SCREENINGS, PURSUANT TO SECTION 4 II (d) OF THE BITUMINOUS COAL ACT OF 1937

NOTICE OF AND ORDER FOR CONTINUANCE

A rehearing of the above entitled matters having been previously scheduled to proceed at 10 o'clock in the forenoon of May 28, 1941, at a hearing room of the Division, Washington, D. C.; and

The original petitioners in the above entitled matters having notified the Director by telegram that they would shortly file a formal motion to dismiss the proceedings in the above entitled matters without prejudice;

Now, therefore, it is ordered, That the rehearing in the above entitled matters be continued from May 28, 1941, until 10 o'clock in the forenoon of June 18, 1941, at the place heretofore designated.

Dated: May 27, 1941.

[SEAL]

H. A. GRAY,
Director.

[F. R. Doc. 41-3812; Filed, May 28, 1941;
10:32 a. m.]

[Docket No. A-150]

PETITION OF BEAR CANON COAL COMPANY, A CODE MEMBER IN DISTRICT 17, FOR MODIFICATION OF EFFECTIVE MINIMUM PRICES ESTABLISHED FOR PETITIONER'S COALS IN SIZE GROUPS 2, 3, 5, 7, 9, 17, AND 19 FOR SHIPMENT INTO MARKET AREAS 215, 217-223, 224-246

MEMORANDUM OPINION AND ORDER VACATING TEMPORARY RELIEF AND FURTHER EXTENDING TIME FOR FILING BRIEFS

The original petition in this matter was filed on October 15, 1940 by Bear Canon Coal Company, a code member in Sub-District 8 of District 17, pursuant to section 4 II (d) of the Bituminous Coal

Act of 1937, requesting modification of the minimum prices effective for shipment of certain sizes of petitioner's coals into Market Areas 215, 217-223 and 224-246. On November 26, 1940 an informal conference concerning temporary relief was held in Washington, D. C., at which representations were made by petitioner that unless such relief were granted, it would be unable to retain customers previously served over a long period and would suffer loss, injury, and damage. Temporary relief was granted by an Order of the Director dated December 26, 1940, permitting petitioner to ship coals in Size Group 13 to the City of Pueblo Water Works plant or the Standard Fire Brick Company, in Market Area 220, at 20 cents per ton less than the effective minimum price for such coals.

Pursuant to an Order of the Director, and after due notice to interested persons, a final hearing in this matter was held on February 11-13, 1941 before an Examiner duly designated to preside, in a hearing room of the Division, at Denver, Colorado. Thereafter, on February 24, 1941, District Board 17, an intervener, filed a motion to terminate the temporary relief, on the grounds, *inter alia*, that the evidence presented at the hearing indicated that petitioner had not found it necessary to avail itself of the temporary relief in so far as shipments to the Water Works were concerned, and that no shipments to Standard Fire Brick Company had been made. On March 5, 1941, petitioner filed an answer and a motion for additional temporary relief, requesting an extension of the 20¢ per ton reduction on Size Group 13 to all consumers in Market Area 220 or a reduction of 20¢ per ton on all sales in Market Area 220, as well as a 50¢ per ton reduction on Size Groups 3, 4, and 9 for delivery in the same Market Area.

By an Order of the Director dated April 4, 1941, the time for filing briefs was extended to April 15, 1941. On April 14, 1941 petitioner filed a motion for further extension of time within which to file briefs.

District Board 17, an intervener, has requested that the temporary relief presently in effect be terminated; the Director has carefully considered this request for termination of the temporary relief and the views expressed in connection therewith at the hearing. It appears from the evidence presented at the hearing that with respect to sales to the City of Pueblo Water Works plant petitioner has continued to ship at the minimum price effective prior to temporary relief. The temporary relief has therefore proved unnecessary. It further appears that with respect to sales to Standard Fire Brick Company, petitioner's price is not a factor affecting its failure to enjoy such business, since that consumer seems to purchase its coal on a reciprocal basis from another producer who purchases most of the consumer's output. The temporary relief presently in effect grants to petitioner an undue advantage over producers in Sub-District 8 and other

sub-districts who ship coals to Market Area 220. The Director finds that District Board 17 has made an adequate showing of actual injury to District 17 producers in the event that temporary relief is not terminated, and that terminating such relief will not unduly prejudice petitioner in advance of a final disposition of this matter, and further that petitioner has not made a reasonable showing of the necessity for continuance of temporary relief, pending final disposition of the petition in this matter.

Now, therefore, it is ordered, That commencing 10 days from the date of this Order, the temporary relief heretofore granted be and it is vacated; and the following Price Instruction and Exception:

18. When coals in Size Group No. 13 from the Bear Canon Coal Company, Bear Canon No. 6 Mine (Mine Index No. 9) are sold for shipment into Market Area 220, to the City of Pueblo, Colorado, for consumption in its Water Works plant, or the Standard Fire Brick Company, the minimum price listed herein for such coal shall be reduced 20 cents per net ton.

temporarily added to the Schedule of Effective Minimum Prices for District No. 17 for All Shipments by the Order of the Director in this matter dated December 26, 1940, be and it is hereby deleted from that Schedule.

It is further ordered, That the motion of the petitioner for additional temporary relief be and it is hereby denied.

It is further ordered, That, a delay having occurred in receipt of transcripts, the time for filing briefs in this matter be and it is hereby extended until June 1, 1941.

Dated: May 26, 1941.

[SEAL]

H. A. GRAY,
Director.

[P. R. Doc. 41-3811; Filed, May 28, 1941;
10:32 a. m.]

[Docket No. A-867]

PETITION OF THE CONSUMERS' COUNSEL DIVISION FOR A REVISION OF THE SEASONAL DISCOUNT SCHEDULES FOR DISTRICTS 4, 7, 8, 10, AND 13, AND OTHER DISTRICTS FOR THE SUMMER SEASON OF 1941

NOTICE OF AND ORDER FOR HEARING

A petition, pursuant to the Bituminous Coal Act of 1937, having been duly filed with this Division by the above-named party;

It is ordered, That a hearing in the above-entitled matter under the applicable provisions of said Act and the rules of the Division be held on June 23, 1941, at 10 o'clock in the forenoon of that day, at a hearing room of the Bituminous Coal Division, 734 Fifteenth Street, NW., Washington, D. C. On such day the Chief of the Records Section in room 502 will advise as to the room where such hearing will be held.

It is further ordered, That W. A. Cuff or any other officer or officers of the Division duly designated for that purpose shall preside at the hearing in such matter. The officers so designated to preside at such hearing are hereby authorized to conduct said hearing, to administer oaths and affirmations, examine witnesses, subpoena witnesses, compel their attendance, take evidence, require the production of any books, papers, correspondence, memoranda, or other records deemed relevant or material to the inquiry, to continue said hearing from time to time, and to prepare and submit to the Director proposed findings of fact and conclusions and the recommendation of an appropriate order in the premises, and to perform all other duties in connection therewith authorized by law.

Notice of such hearing is hereby given to all parties herein and to persons or entities having an interest in these proceedings and eligible to become a party herein. Any person desiring to be admitted as a party to this proceeding may file a petition of intervention in accordance with the rules and regulations of the Bituminous Coal Division for proceedings instituted pursuant to section 4 II (d) of the Act, setting forth the facts on the basis of which the relief in the original petition is supported or opposed or on the basis of which other relief is sought. Such petitions of intervention shall be filed with the Bituminous Coal Division on or before June 18, 1941.

All persons are hereby notified that the hearing in the above-entitled matter and any orders entered therein, may concern, in addition to the matters specifically alleged in the petition, other matters necessarily incidental and related thereto, which may be raised by amendment to the petition, petitions of interveners or otherwise, or which may be necessary corollaries to the relief, if any, granted on the basis of this petition.

The matter concerned herewith is in regard to the petition of the Consumers' Counsel Division for a modification of the schedules of minimum prices for all districts in which seasonal discounts on prepared sizes of coal are permitted so that the maximum discount applicable for the district may be allowed until July 1, 1941, and that 80% of such maximum be permitted during July, 60% of such maximum during August, and 20% of such maximum be permitted during September. It is further requested that any relief granted in this matter be made equally applicable to any extensions of seasonal discounts to other producing districts or sub-districts or to other market areas which may be granted prior to October 1, 1941, as a result of any proceeding now pending or as a result of any proceeding which may be instituted.

Dated: May 26, 1941.

[SEAL]

H. A. GRAY,
Director.

[P. R. Doc. 41-3809; Filed, May 28, 1941;
10:32 a. m.]

General Land Office.

NOTICE OF RELEASES OF LAND GRANT CLAIMS BY RAILROAD CARRIERS¹

MAY 17, 1941.

The Department of the Interior has approved the releases of land grant claims filed under section 321, Part II, Title III, Transportation Act of 1940, and the regulations thereunder (43 CFR 273.61-273.67; Circ. 1480, Oct. 10, 1940), by the railroad carriers listed below, the dates of the approvals of the releases being indicated opposite the names of the respective carriers. The land grant predecessors involved are shown below each releasing carrier.

- Gulf, Mobile and Ohio Railroad Company, November 15, 1940.
 Mobile and Ohio Railroad Company, from Mobile, Alabama, via Corinth, Mississippi, to Cairo, Illinois, 493 miles.
 Nashville, Chattanooga and St. Louis Railway, November 22, 1940.
 Tennessee and Coosa Railroad Company, from Gadsden, Alabama, to Gunter's Landing, Alabama, 36.74 miles.
 Chicago, Burlington and Quincy Railroad Company, November 22, 1940.
 Burlington and Missouri River Railroad Company, from Burlington, Iowa, to East Plattsmouth, Iowa, 279.98 miles.
 Burlington and Missouri River Railroad Company in Nebraska, from Plattsmouth, Nebraska, to Kearney Junction, Nebraska, 190.75 miles.
 Hannibal and Saint Joseph Railroad Company, from Hannibal, Missouri, to St. Joseph, Missouri, 206 miles.
 Chicago and North Western Railway Company, November 25, 1940.
 Chicago, St. Paul and Fond du Lac Railroad Company, between Fond du Lac, Wisconsin, and Menominee, Michigan, 116 miles.
 Marquette and State Line Railroad Company, between Menominee, Michigan, and Negaunee, Michigan, 125.2 miles.
 Cedar Rapids and Missouri River Railroad Company, Cedar Rapids, Iowa, to Council Bluffs, Iowa, 271.6 miles, Branch, Lyons, Iowa, to Clinton, Iowa, 2.6 miles.
 Chicago, St. Paul, Minneapolis and Omaha Railway Company, November 25, 1940.
 Sioux City and St. Paul Railroad Company, Minnesota line to Le Mars, Iowa, 56.25 miles.
 St. Paul and Sioux City Railroad Company, St. Paul, Minnesota, to Iowa line, 190 miles.
 West Wisconsin Railway Company, Tomah, Wisconsin, to Hudson, Wisconsin, 156.9 miles.
 North Wisconsin Railway Company, Hudson, Wisconsin, via Trego, to Bayfield, Wisconsin, 186.10 miles.
 Chicago and Northern Pacific Air Line Railway Company, Trego, Wisconsin, to Superior, Wisconsin, 57.80 miles.
 Dubuque and Sioux City Railroad Company, November 27, 1940.
 Iowa Falls and Sioux City Railroad Company, Dubuque, Iowa, to Sioux City, Iowa, 326.58 miles.
 Seaboard Air Line Railway Company, November 27, 1940.
 Florida Central and Peninsular Railroad Company, Fernandino to Waldo, 307.65 miles, Jacksonville to the Apalachicola River, 209 miles, all in Florida.
 Southern Railway Company, November 27, 1940.
 Selma, Rome and Dalton Railroad Company, Selma, Alabama, to Jacksonville, Alabama, 143.93 miles.
 Illinois Central Railroad Company, November 28, 1940.
 Cairo, Illinois, to East Dubuque, Illinois, and from Centralia, Illinois, to Chicago, Illinois, 707.73 miles.
 Alabama Great Southern Railroad Company, November 28, 1940.
 Alabama and Chattanooga Railroad Company, from Mississippi line, near Meridian, Mississippi, via Gadsden, Alabama, to the Georgia line, and to Wauhatchee, Tennessee, near Chattanooga, Tennessee, 272 miles.
 Louisville and Nashville Railroad Company, November 28, 1940.
 Pensacola and Atlantic Railroad Company, Pensacola, Florida, to the Apalachicola River in Florida, 161 miles.
 Florida and Alabama Railroad Company of Florida, Pensacola, Florida, to Flomaton, Alabama, 44 miles.
 Alabama and Florida Railroad Company of Alabama, Flomaton, Alabama, to Montgomery, Alabama, 110 miles.
 South and North Alabama Railroad Company, Montgomery, Alabama, to Decatur, Alabama, 183 miles.
 Alabama and Vicksburg Railroad Company, November 28, 1940.
 Vicksburg and Meridian Railroad Company, Jackson, Mississippi, via Meridian, to the Alabama line, 113.5 miles.
 Gulf and Ship Island Railway Company, November 28, 1940.
 Brandon, Mississippi, to Mississippi City, Mississippi, 20 miles.
 Vicksburg, Shreveport and Pacific Railway Company, November 28, 1940.
 Vicksburg, Shreveport and Texas Railroad Company, Delta, Louisiana, via Shreveport, to Texas line, 190 miles.
 Missouri-Kansas-Texas Railroad Company, November 28, 1940.
 Union Pacific Railway Company, southern branch, Fort Riley, Kansas, to Southern boundary of Kansas, 180.5 miles.
 Pere Marquette Railway Company, November 28, 1940.
 Flint and Pere Marquette Railroad Company, Ludington, Michigan, to Flint, Michigan, 170.66 miles.
 Chicago, Rock Island and Pacific Railway Company, November 22, 1940.
 Mississippi and Missouri Railroad Company, Davenport, Iowa, to Council Bluffs, Iowa, 317.75 miles.
 St. Joseph and Grand Island Railway Company, November 29, 1940.
 St. Joseph and Denver City Railroad Company, Elwood, Kansas, to Hastings, Nebraska, 226 miles.
 Choctaw, Oklahoma and Gulf Railroad Company, November 29, 1940.
 Memphis and Little Rock Railroad Company, Argenta, Arkansas, opposite Little Rock, to the Mississippi River, opposite Memphis, Tennessee, 131 miles.
 Chicago, Milwaukee, St. Paul and Pacific Company, November 29, 1940.
 McGregor Western Railway Company, South McGregor, Iowa, via Calmar, to Sheldon, Iowa, 251 miles.
 Southern Minnesota Railroad Company, La Crescent, Minnesota, via Houston to Airlie, Minnesota, 297.37 miles.
 Hastings and Dakota Railroad Company, Hastings, Minnesota, to Ortonville, Minnesota, 202.1 miles.
 Tete Des Morts Branch of the Dubuque and Pacific Railroad Company, from mouth of the Tete Des Morts river, to the main line, near Dubuque, Iowa, 10.78 miles.
 Ontonagon and Brule River Railroad Company, Ontonagon, Michigan, to near Rockland, Michigan, 20 miles.
 Missouri Pacific Railroad Company, December 6, 1940.
 Cairo and Fulton Railroad Company, Bird's Point, Missouri opposite mouth of Ohio River, via Little Rock, to Texarkana, Arkansas, 304.5 miles.
 Little Rock and Fort Smith Railroad Company, Argenta, Arkansas, to Fort Smith, Arkansas, 165.16 miles.
 Pacific Railroad Company of Missouri, St. Louis, Missouri, to Pacific, Missouri, 34.2 miles.
 Central Branch Union Pacific Railroad Company, Atchison, Kansas, to Waterville, Kansas, 100 miles.
 St. Louis and Iron Mountain Railroad Company, Pilot Knob, Missouri, to southern boundary of Missouri, 97.84 miles.
 Central of Georgia Railway Company, December 18, 1940.
 Mobile and Girard Railroad Company, Girard, Alabama, to Troy, Alabama, 84 miles.
 Grand Trunk Western Railroad Company, December 20, 1940.
 Port Huron and Lake Michigan Railroad Company, Port Huron, Michigan, to Flint, Michigan, 60 miles.
 Chicago and North Western Railway Company, December 21, 1940.
 Winona and St. Peter Railroad Company, Winona, Minnesota, to Watertown, North Dakota, 323.22 miles.
 Wisconsin Central Railway Company, December 21, 1940.
 Wisconsin Central Railroad Company, Portage, Wisconsin, to Ashland, Wisconsin, 257 miles.
 Southern Pacific Railroad Company, Central Pacific Railway Company, Southern Pacific Company, December 28, 1940.
 Oregon Central Railroad Company, and Oregon and California Railroad Company, Portland, Oregon, to California line, and from Portland, via Forest Grove, to McMinnville, Oregon, 407.5 miles.
 California and Oregon Railroad Company, Roseville, California, to Oregon line, 304 miles.
 Central Pacific Railroad Company, San Jose, California, via Sacramento, to Ogden, Utah, 860.66 miles.
 Southern Pacific Railroad Company, main line, San Jose, California, to Tres Pinos, California, and from Alcalde, California, via Mohave, to Needles, California, 495.52 miles.
 Southern Pacific Railroad Company, branch line, Mohave, California, via Los Angeles, to the Colorado River, near Yuma, Arizona, 346.97 miles.
 St. Louis-San Francisco Railway Company, December 30, 1940.
 Pacific Railroad, Southwest Branch, St. Louis, via Springfield, Missouri, to the state line near Seneca, 321 miles.
 Kansas and Neosho Valley Railroad Company, Kansas City, Kansas, south to the state line, near Baxter Springs, 160 miles.
 The California, Arizona and Santa Fe Railway Company, January 14, 1941.
 Southern Pacific Railroad Company, between Needles and Mohave, California, 242.5 miles.
 The Atchison, Topeka and Santa Fe Railway Company, January 17, 1941.
 Atchison, Topeka and Santa Fe Railroad Company, Atchison, Kansas, to Coolidge, Kansas, 460.35 miles.
 The Leavenworth, Lawrence and Galveston Railroad Company, Lawrence, Kansas, to the southern boundary of the State, 142.8 miles.
 Great Northern Railway Company, January 23, 1941.
 St. Paul and Pacific Railroad Company, main line, Brainerd branch, and St. Vincent Extension, St. Paul, Minnesota, to Breckenridge, Minnesota, and from Minneapolis, Minnesota, to St. Vincent, and Noyes, Minnesota, 610.61 miles.
 The New York Central Railroad Company, January 28, 1941.
 Amboy, Lansing and Traverse Bay Railroad Company, between Lansing and Jonesville, in Michigan, 60 miles.
 The Michigan Central Railroad Company, January 28, 1941.
 Jackson, Lansing and Saginaw Railroad Company, from Lansing to Mackinaw City, in Michigan, 261.37 miles.
 Chicago, St. Paul, Minneapolis and Omaha Railway Company, January 28, 1941.
 St. Paul and Pacific Railroad Company, between St. Paul and Stillwater, in Minnesota, 17.61 miles.

¹ See Circular 1480, 6 F.R. 422, and notice, 6 F.R. 449.

Grand Rapids and Indiana Railway Company, January 29, 1941.
 Grand Rapids and Indiana Railroad Company, Petoskey to south boundary of Michigan, 333 miles.
 Chicago, Milwaukee, St. Paul and Pacific Railroad Company, January 31, 1941.
 Minnesota Central Railway Company, Minneapolis, Minnesota, to the state line, near Lyle, Minnesota, 115 miles.
 The Atchison, Topeka and Santa Fe Railway Company, March 1, 1941.
 Santa Fe Pacific Railroad Company, Isleta, New Mexico, through Arizona to the Colorado River, near Needles, California, 550 miles.
 Winona and St. Peter Railroad Company, March 3, 1941.
 Winona, Minnesota, to Watertown, North Dakota, 323.22 miles.
 Duluth, South Shore and Atlantic Railway Company, March 4, 1941.
 Marquette, Houghton and Ontonagon Railroad Company, Marquette, Michigan, to L'Anse, Michigan, 65.26 miles.
 Union Pacific Railroad Company, March 13, 1941.
 The Union Pacific Railroad Company, Omaha, Nebraska, to Ogden, Utah, 1038.68 miles.
 Leavenworth, Pawnee and Western Railroad Company, Kansas City, Kansas, to Denver, Colorado, 638.6 miles.
 Denver Pacific Railway and Telegraph Company, Denver, Colorado, to Cheyenne, Wyoming, 116 miles.
 Northern Pacific Railway Company, April 16, 1941.
 Northern Pacific Railroad Company, Ashland, Wisconsin, to Wallula, Washington, and from Pasco, Washington, via Tacoma, to Portland, Oregon, 2,037.81 miles.
 St. Paul and Northern Pacific Railroad Company, Watab, Minnesota, to Brainerd, Minnesota, 60.21 miles.
 St. Paul and Duluth Railroad Company, in Minnesota, St. Paul to Duluth, 154.42 miles.
 Stillwater and St. Paul Railroad Company, in Minnesota, Stillwater to White Bear, 12 miles.
 The Minneapolis and St. Louis Railroad Company, May 10, 1941.
 The Des Moines Valley Railroad Company, from Des Moines, Iowa, via Fort Dodge, to Ruthven, Iowa, 139 miles.

FRED W. JOHNSON,
Commissioner.

[F. R. Doc. 41-3806; Filed, May 28, 1941;
 9:43 a. m.]

DEPARTMENT OF LABOR.

Wage and Hour Division.

NOTICE OF CANCELLATION OF SPECIAL CERTIFICATES FOR THE EMPLOYMENT OF LEARNERS IN THE APPAREL INDUSTRY

Notice is hereby given that two special certificates for the employment of learners issued to Glix Brand Company, Inc., Pittsfield, Massachusetts, effective on November 3, 1939 and October 18, 1940, respectively have been ordered cancelled as of the first date of violation pursuant to the terms thereof which provide among other things for cancellation as of the date of violation if found that any of the terms have been violated. The certificates provided respectively for the employment of learners not to exceed five percent of all stitching machine operators employed and five percent of all productive factory workers employed. Two other certificates issued to the company effective on November 7, 1939 and

November 13, 1940 and authorizing the employment of 24 and 20 learners respectively have been ordered confirmed.

The order of cancellation shall not become effective and enforceable until after the expiration of a fifteen-day period following the date on which this Notice appears in the FEDERAL REGISTER. During this time petitions for reconsideration or review may be filed by any aggrieved person under § 522.13 of the Regulations. If a petition is properly filed, the effective date of the order of cancellation shall be postponed until final action is taken on the petition.

Signed at Washington, D. C., this 20th day of May 1941.

ALEX G. NORDHOLM,
*Authorized Representative
 of the Administrator.*

[F. R. Doc. 41-3831; Filed, May 28, 1941;
 11:41 a. m.]

NOTICE OF CONFIRMATION OF SPECIAL CERTIFICATE FOR THE EMPLOYMENT OF LEARNERS IN THE APPAREL INDUSTRY

Notice is hereby given that a special certificate for the employment of learners issued to the D & D Shirt Company, Northampton, Pennsylvania, effective December 1, 1939, and expiring on December 1, 1940, has been ordered confirmed following a hearing on the question of violation held on April 14, 1941.

The order of confirmation shall not become effective until after the expiration of a fifteen-day period following the date on which this Notice appears in the FEDERAL REGISTER. During this time petitions for reconsideration or review may be filed by any aggrieved person under Section 522.13 of the Regulations. If a petition is properly filed, the effective date of the order of confirmation shall be postponed until final action is taken on the petition.

Signed at Washington, D. C., this 22nd day of May, 1941.

ALEX G. NORDHOLM,
*Authorized Representative
 of the Administrator.*

[F. R. Doc. 41-3830; Filed, May 28, 1941;
 11:40 a. m.]

NOTICE OF ISSUANCE OF SPECIAL CERTIFICATES FOR THE EMPLOYMENT OF LEARNERS UNDER THE FAIR LABOR STANDARDS ACT OF 1938

Notice is hereby given that Special Certificates authorizing the employment of learners at hourly wages lower than the minimum rate applicable under Section 6 of the Act are issued under Section 14 thereof and 522.5 (b) of the Regulations issued thereunder (August 16, 1940, 5 F.R. 2862) to the employers listed below effective May 29, 1941.

The employment of learners under these Certificates is limited to the terms and conditions as designated opposite the employer's name. These Certificates are

issued upon the employers' representations that experienced workers for the learner occupations are not available for employment and that they are actually in need of learners at subminimum rates in order to prevent curtailment of opportunities for employment. The Certificates may be cancelled in the manner provided for in the Regulations and as indicated on the Certificate. Any person aggrieved by the issuance of these Certificates may seek a review or reconsideration thereof.

NAME, AND ADDRESS OF FIRM, PRODUCT, NUMBER OF LEARNERS, LEARNING PERIOD, LEARNER WAGE, LEARNER OCCUPATIONS, EXPIRATION DATE

Art Embroidery Company, 511 North Taylor Street, St. Louis, Missouri; Embroidering and Monogramming of Linens, Bath Goods, Handkerchiefs, etc; 1 learner; 12 weeks for any one learner; 28 cents per hour; Embroidery Machine Operator; March 5, 1942.

Pilgrim Embroidery Company, 268 Northampton Street, Boston, Massachusetts; Machine Embroidery and Embroidery Plaques; 5 learners; 8 weeks for any one learner; 28 cents per hour; Machine Operator, Cornelly Embroidery; October 2, 1941.

Valley Falls Rug & Carpet, 69 Leedham Street, Attleboro, Massachusetts; 17 x 29" Rugs and Chair Pads; 1 learner; 6 weeks for any one learner; 25 cents per hour; Sewing Machine Operator; July 24, 1941.

Signed at Washington, D. C., this 28th day of May 1941.

MERLE D. VINCENT,
*Authorized Representative
 of the Administrator.*

[F. R. Doc. 41-3829; Filed, May 28, 1941;
 11:40 a. m.]

NOTICE OF CANCELLATION OF SPECIAL LEARNER CERTIFICATE FOR THE EMPLOYMENT OF LEARNERS IN THE APPAREL INDUSTRY

Notice is hereby given that the special certificate for the employment of learners issued to the D & D Shirt Company, Northampton, Pennsylvania, effective on October 4, 1940, has been ordered cancelled as of the first date of violation, which appears to be October 21, 1940, pursuant to the terms thereof which provide among other things for cancellation as of the date of violation if found that any of the terms have been violated.

The order of cancellation shall not become effective and enforceable until after the expiration of a fifteen-day period following the date on which this Notice appears in the FEDERAL REGISTER. During this time petitions for reconsideration or review may be filed by any aggrieved person under § 522.13 of the Regulations. If a petition is properly filed, the effective date of the order of cancellation shall be postponed until final action is taken on the petition.

Signed at Washington, D. C., this 22nd day of May, 1941.

ALEX G. NORDHOLM,
Authorized Representative
of the Administrator.

[F. R. Doc. 41-3832; Filed, May 28, 1941;
11:41 a. m.]

NOTICE OF ISSUANCE OF SPECIAL CERTIFICATES FOR THE EMPLOYMENT OF LEARNERS UNDER THE FAIR LABOR STANDARDS ACT OF 1938

Notice is hereby given that Special Certificates authorizing the employment of learners at hourly wages lower than the minimum wage rate applicable under section 6 of the Act are issued under section 14 thereof, Part 522 of the Regulations issued thereunder (August 16, 1940, 5 F.R. 2862) and the Determination and Order or Regulation listed below and published in the FEDERAL REGISTER as here stated.

Apparel Learner Regulations, September 7, 1940, (5 F.R. 3591)

Artificial Flowers and Feathers Learner Regulations, October 24, 1940, (5 F.R. 4203).

Glove Findings and Determination of February 20, 1940, as amended by Administrative Order of September 20, 1940, (5 F.R. 3748)

Hosiery Learner Regulations, September 4, 1940, (5 F.R. 3530)

Independent Telephone Learner Regulations, September 27, 1940, (5 F.R. 3829)

Knitted Wear Learner Regulations, October 10, 1940, (5 F.R. 3982)

Millinery Learner Regulations, Custom Made and Popular Priced, August 29, 1940, (5 F.R. 3392, 3393)

Textile Learner Regulations, May 16, 1941, (6 F.R. 2446)

Woolen Learner Regulations, October 30, 1940, (5 F.R. 4302)

The employment of learners under these Certificates is limited to the terms and conditions as to the occupations, learning periods, minimum wage rates, et cetera, specified in the Determination and Order or Regulation for the industry designated above and indicated opposite the employer's name. These Certificates become effective May 29, 1941. The Certificates may be cancelled in the manner provided in the Regulations and as indicated in the Certificates. Any person aggrieved by the issuance of any of these Certificates may seek a review or reconsideration thereof.

NAME AND ADDRESS OF FIRM, INDUSTRY,
PRODUCT, NUMBER OF LEARNERS, AND
EXPIRATION DATE

American Brassiere Company, 44 West 28th Street, New York, New York; Apparel; Girdles, Corsets, Brassieres; 5 learners (75% of the applicable hourly minimum wage); August 21, 1941.

Annville Products Corporation, King and Church Streets, Annville, Pennsylvania; Apparel; Ladies' Slips; 5 percent (75% of the applicable hourly minimum wage); May 29, 1942.

B & L Neckwear Company, 201 South Tenth Street, Omaha, Nebraska; Apparel; Men's & Boys' Neckwear; 3 learners (75% of the applicable hourly minimum wage); May 29, 1942.

Barson and Bishop, Franklin Street, Weissport, Pennsylvania; Apparel; Ladies' Sportswear & Blouses; 20 learners (75% of the applicable hourly minimum wage); October 2, 1941.

Benson Wholesale Tailors, Inc., 427 Camp Street, New Orleans, Louisiana; Apparel; Men's Suits & Trousers; 5 learners (75% of the applicable hourly minimum wage); May 29, 1942.

Dorothy Bickum Brassiere Company, 44 West 28th Street, New York, New York; Apparel; Girdles, Corsettes; 5 learners (75% of the applicable hourly minimum wage); August 21, 1941.

Bright Infants Wear, Inc., 5731 Hudson Boulevard, North Bergen, New Jersey; Apparel; Infants' Buntings, Robe Sets, Coat Sets, Creepers, Blankets, Carriage Covers; 5 learners (75% of the applicable hourly minimum wage); May 29, 1942.

"Bundle O' Joy" Baby Wear Company, 49 South Pennsylvania Avenue, Wilkes-Barre, Pennsylvania; Apparel; Infants' Flannelette & Crepe Gowns, Kimonos, Gertrudes, Binders; 6 learners (75% of the applicable hourly minimum wage); September 25, 1941.

Consolidated Garment Manufacturing Company, 225 North Market Street, Galion, Ohio; Apparel; Cotton Uniforms & Slacks; 10 learners (75% of the applicable hourly minimum wage); September 11, 1941.

Elder Manufacturing Company (Pants Factory), Dexter, Missouri; Apparel; Pants; 5 percent (75% of the applicable hourly minimum wage); May 29, 1942.

M. Handelsman, 18-20 Jefferson Avenue, Elizabeth, New Jersey; Apparel; Pants; 5 learners (75% of the applicable hourly minimum wage); May 29, 1942.

Jay Gee Manufacturing Company, 217 South Fifth Street, Perkasio, Pennsylvania; Apparel; Children's & Misses' Sportswear, Beachwear, Blouses & Novelties; 5 learners (75% of the applicable hourly minimum wage); May 29, 1942.

Norman I. Kehr (Sewing Factory), Shrewsbury, Pennsylvania; Apparel; Pajamas; 5 learners (75% of the applicable hourly minimum wage); May 29, 1942.

Litwin and Oabjones, 5 North Greene Street, Baltimore, Maryland; Apparel; Coats; 1 learner (75% of the applicable hourly minimum wage); August 21, 1941.

The Lyon Tailoring Company, 2320 Superior Avenue, Cleveland, Ohio; Apparel; Men's Clothing; 5 percent (75% of the applicable hourly minimum wage); May 29, 1942.

Racine Shirt Company, Inc., East Main Street, Greensburg, Indiana; Apparel; Shirts; 15 learners (75% of the applicable hourly minimum wage); September 11, 1941.

William Rifkin & Sons, 324 Market Street, Philadelphia, Pennsylvania; Apparel; Cotton Slips; 5 learners (75% of the applicable hourly minimum wage); May 29, 1942.

Salas & Shenker, Inc., 914 North Franklin Street, Philadelphia, Pennsylvania; Apparel; Ladies' House Dresses; 2 learners (75% of the applicable hourly minimum wage); May 29, 1942.

W. Shanhouse Sons, Inc., 923 S. Main Street, Rockford, Illinois; Apparel; Pants, Mackinaws & Sport Coats; 5 percent (75% of the applicable hourly minimum wage); May 29, 1942.

Max J. Steinfeld, Lyon Block Building, Albany, New York; Apparel; Blouses; 5 learners (75% of the applicable hourly minimum wage); May 29, 1942.

Superior Coat Pad Company, 333-35 West Baltimore Street, Baltimore, Maryland; Apparel; Canvas Coat Fronts; 2 learners (75% of the applicable hourly minimum wage); May 29, 1942.

Ackshand Knitting Company, Inc., Broad Street, Schuylerville, New York; Gloves; Knit Wool Gloves; 10 percent; November 29, 1941.

Ackshand Knitting Company, Inc., South Street, Ballston Spa, New York; Gloves; Knit Wool Gloves; 10 percent; November 29, 1941.

J. H. Kissinger Knitting Company, Inc., Market Street, Millersburg, Pennsylvania; Hosiery; Seamless Hosiery; 10 learners; January 29, 1942.

Union Manufacturing Company, Union Point, Georgia; Hosiery; Seamless Hosiery; 25 learners; January 29, 1942.

John B. Davidson Woolen Mills, Inc., Elizabeth Street, Eaton Rapids, Michigan; Knitted Wear; Knitted Outerwear; 4 learners; May 29, 1942.

Simon Knitting Mills, Goldens Bridge, New York; Knitted Wear; Knitted Outerwear; 3 learners; May 29, 1942.

Fullerton Textile Company, Fullerton, Pennsylvania; Textile; Rayon Piece Goods; 3 learners; May 29, 1942.

Signed at Washington, D. C., this 28th day of May 1941.

MERLE D. VINCENT,
Authorized Representative
of the Administrator.

[F. R. Doc. 41-3828; Filed, May 28, 1941;
11:40 a. m.]

FEDERAL TRADE COMMISSION.

[Docket No. 4476]

IN THE MATTER OF MORRIS L. MYERS, AN
INDIVIDUAL, TRADING AS CHARLES B.
JOYCE COMPANY

ORDER APPOINTING TRIAL EXAMINER AND
FIXING TIME AND PLACE FOR TAKING
TESTIMONY

At a regular session of the Federal Trade Commission, held at its office in the City of Washington, D. C., on the 26th day of May, A. D. 1941.

This matter being at issue and ready for the taking of testimony, and pursuant to authority vested in the Federal Trade Commission, under an Act of Congress (38 Stat. 717; 15 U.S.C.A., section 41),

It is ordered, That John W. Addison, a Trial Examiner of this Commission,

be and he hereby is designated and appointed to take testimony and receive evidence in this proceeding and to perform all other duties authorized by law;

It is further ordered, That the taking of testimony in this proceeding begin on Wednesday, June 4, 1941, at two o'clock in the afternoon of that day (central standard time) in the office of Mr. Fleissner, Custodian, Federal Building, Milwaukee, Wisconsin.

Upon completion of testimony for the Federal Trade Commission, the Trial Examiner is directed to proceed immediately to take testimony and evidence on behalf of the respondent. The Trial Examiner will then close the case and make his report upon the evidence.

By the Commission.

[SEAL] OTIS B. JOHNSON,
Secretary.

[F. R. Doc. 41-3833; Filed, May 28, 1941;
11:55 a. m.]

SECURITIES AND EXCHANGE COMMISSION.

[File No. 70-294]

IN THE MATTER OF TEXAS GAS COMPANY LONE STAR GAS CORPORATION

ORDER PERMITTING DECLARATIONS TO BECOME AND LONE STAR GAS CORPORATION

At a regular session of the Securities and Exchange Commission held at its office in the City of Washington, D. C., on the 26th day of May, A. D. 1941.

The above named persons having filed declarations and an application pursuant to the Public Utility Holding Company Act of 1935, particularly sections 7, 10 and 12 thereof and Rules of the Commission under section 12, presently designated as Rules U-42 and U-43, respectively, regarding the creation and issuance of 20,000 shares of common capital stock of the par value of \$100 per share by the Texas Cities Gas Company, the said common stock to be delivered to Lone Star Gas Corporation for credit at par value on the 4½% notes due August 1, 1953, in the aggregate principal amount of \$5,275,000 previously issued by said Texas Cities Gas Company to said Lone Star Gas Corporation;

Said declarations and application having been filed in order to comply with the representation formerly made to this Commission by Lone Star Gas Corporation to effect a reduction of the funded debt of Texas Cities Gas Company through conversion of \$2,000,000 principal amount of such funded debt into common capital stock, thereby reducing the latter company's ratio of funded debt to depreciated property, per books, less revaluations from 70% to 43%, and decreasing the ratio of funded debt to total capitalization from 54% to 33%.

Said declarations and application having been filed on April 2, 1941, and certain amendments having been filed thereto the last of such amendments having been filed on April 28, 1941, the notice of said filing having been duly given in the form

and manner prescribed by Rule U-8 then in effect and by Rule U-23 as presently in effect, and the Commission not having received a request for hearing with respect to said declarations and application within the period specified in said notice, or otherwise, and not having ordered a hearing thereon; and

The Commission deeming it appropriate in the public interest and in the interest of investors and consumers to permit the said declarations pursuant to Rule U-42 and Rule U-43 to become effective and finding with respect to said declaration under section 7 of said Act that the requirements of section 7 (c) of said Act are satisfied and that no adverse findings are necessary under section 7 (d) of said Act, and with respect to said application under section 10 of said Act that no adverse findings are necessary under section 10 (b) and section 10 (c) (1) of said Act and that the transaction involved has the tendency required by section 10 (c) (2) of said Act;

It is hereby ordered, Pursuant to Rule U-23 and the applicable provisions of said Act and subject to the terms and conditions prescribed in Rule U-24 that the aforesaid declarations, as amended, be, and hereby are permitted to become effective, and the aforesaid application, as amended, be, and hereby is granted at 4:45 P. M., E. S. T.

By the Commission, Commissioner Healy dissenting for the reasons set forth in his memorandum of April 1, 1940.

[SEAL] FRANCIS P. BRASSOR,
Secretary.

[F. R. Doc. 41-3824; Filed, May 28, 1941;
11:36 a. m.]

IN THE MATTER OF APPLICATIONS BY THE CHICAGO STOCK EXCHANGE TO EXTEND UNLISTED TRADING PRIVILEGES TO:

[File No. 7-492]

AMERICAN RADIATOR & STANDARD SANITARY CORPORATION COMMON STOCK, NO PAR VALUE

[File No. 7-493]

ANACONDA COPPER MINING COMPANY \$50 PAR VALUE COMMON STOCK

[File No. 7-494]

ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY \$100 PAR VALUE COMMON STOCK

[File No. 7-495]

BETHLEHEM STEEL CORPORATION COMMON STOCK, NO PAR VALUE

[File No. 7-496]

CURTISS-WRIGHT CORPORATION \$1 PAR VALUE COMMON STOCK

[File No. 7-497]

GENERAL ELECTRIC COMPANY COMMON STOCK, NO PAR VALUE

[File No. 7-498]

INTERLAKE IRON CORPORATION COMMON STOCK, NO PAR VALUE

[File No. 7-499]

GLENN L. MARTIN COMPANY \$1 PAR VALUE COMMON STOCK

[File No. 7-500]

NASH-KELVINATOR CORPORATION \$5 PAR VALUE CAPITAL STOCK

[File No. 7-501]

NEW YORK CENTRAL RAILROAD COMPANY CAPITAL STOCK, NO PAR VALUE

[File No. 7-502]

PARAMOUNT PICTURES, INC. \$1 PAR VALUE COMMON STOCK

[File No. 7-503]

PULLMAN, INC., CAPITAL STOCK, NO PAR VALUE

[File No. 7-504]

PURE OIL COMPANY COMMON STOCK, NO PAR VALUE

[File No. 7-505]

RADIO CORPORATION OF AMERICA COMMON STOCK, NO PAR VALUE

[File No. 7-506]

REPUBLIC STEEL CORPORATION COMMON STOCK, NO PAR VALUE

[File No. 7-507]

STANDARD BRANDS, INC. COMMON STOCK, NO PAR VALUE

[File No. 7-508]

STANDARD OIL COMPANY (NEW JERSEY) \$25 PAR VALUE CAPITAL STOCK

[File No. 7-509]

STUDEBAKER CORPORATION \$1 PAR VALUE COMMON STOCK

[File No. 7-510]

UNITED STATES RUBBER COMPANY \$10 PAR VALUE COMMON STOCK

[File No. 7-511]

YELLOW TRUCK & COACH MANUFACTURING COMPANY \$1 PAR VALUE CLASS B STOCK

ORDER SETTING HEARING ON APPLICATIONS TO EXTEND UNLISTED TRADING PRIVILEGES

At a regular session of the Securities and Exchange Commission, held at its office in the City of Washington, D. C., on the 27th day of May, A. D. 1941.

The Chicago Stock Exchange, pursuant to section 12 (f) of the Securities Exchange Act of 1934, and Rule X-12F-1 promulgated thereunder, having made application to the Commission to extend unlisted trading privileges to the above-mentioned securities; and

The Commission deeming it necessary for the protection of investors that a hearing be held in this matter at which all interested persons be given an opportunity to be heard;

It is ordered, That the matter be set down for hearing at 10 A. M. on Friday, June 13, 1941 at the office of the Securities and Exchange Commission, 105 West Adams Street, Chicago, Illinois, and continue thereafter at such times and places as the Commission or its officer herein designated shall determine, and that general notice thereof be given; and

It is further ordered, That Henry Pitts, an officer of the Commission, be and he hereby is designated to administer oaths and affirmations, subpoena witnesses, compel their attendance, take evidence,

and require the production of any books, papers, correspondence, memoranda or other records deemed relevant or material to the inquiry, and to perform all other duties in connection therewith authorized by law.

By the Commission.

[SEAL] FRANCIS P. BRASSOR,
Secretary.

[F. R. Doc. 41-3823; Filed, May 28, 1941;
11:36 a. m.]

[File Nos. 31-109, 31-493, 31-108]

IN THE MATTER OF PANHANDLE EASTERN
PIPE LINE COMPANY

[File Nos. 31-107, 31-106]

IN THE MATTER OF COLUMBIA OIL & GASO-
LINE CORPORATION

[File Nos. 31-422, 31-423]

IN THE MATTER OF COLUMBIA GAS & ELEC-
TRIC CORPORATION

ORDER DENYING APPLICATIONS IN PART AND
GRANTING APPLICATIONS IN PART

At a regular session of the Securities and Exchange Commission, held at its office in the City of Washington, D. C., on the 27th day of May, A. D. 1941.

Panhandle Eastern Pipe Line Company having applied under section 2 (a) (8) of the Public Utility Holding Company Act of 1935 for an order declaring it not to be a subsidiary of Columbia Gas & Electric Corporation, Columbia Oil & Gasoline Corporation or Missouri-Kansas Pipe Line Company; Columbia Gas & Electric Corporation having applied under the same section for an order declaring that neither Columbia Oil & Gasoline Corporation nor Panhandle Eastern Pipe Line Company is its subsidiary; and Columbia Oil & Gasoline Corporation having applied for an order under the same section declaring it not to be a subsidiary of Columbia Gas & Electric Corporation, and a hearing on said applications having been duly held; briefs having been filed and oral argument heard; and the Commission having this day issued its Findings and Opinion;

It is ordered, That the said applications, except for the application of Panhandle Eastern Pipe Line Company requesting an order declaring it not to be a subsidiary of the Missouri-Kansas Pipe Line Company, be, and the same hereby are, denied; and that the application of Panhandle Eastern Pipe Line Company for an order declaring it not to be a subsidiary of the Missouri-Kansas Pipe Line Company, be, and it hereby is, granted, upon condition, however, that if at any time it appears to the Commission that the material facts and circumstances stated in its Findings and Opinion herein are changed, the Commission may reopen these proceedings and, in that event, if after notice and opportunity for further hearing, Missouri-Kansas Pipe Line Company, or Panhandle Eastern Pipe Line Company, shall fail to sustain the burden of proving that Panhandle Eastern Pipe Line Company is not con-

trolled, an intermediary through which control is exercised, or subject to a controlling influence by Missouri-Kansas Pipe Line Company within the meaning of section 2 (a) (8) of the Public Utility Holding Company Act of 1935, so much of this order as grants the application of Panhandle Eastern Pipe Line Company to be declared not to be a subsidiary of Missouri-Kansas Pipe Line Company may be revoked.

By the Commission.

[SEAL] FRANCIS P. BRASSOR,
Secretary.

[F. R. Doc. 41-3826; Filed, May 28, 1941;
11:37 a. m.]

[File No. 612-150]

IN THE MATTER OF UNION SECURITIES
CORPORATION

ORDER GRANTING EXEMPTION

At a regular session of the Securities and Exchange Commission, held at its office in the City of Washington, D. C., on the 27th day of May, A. D. 1941.

Union Securities Corporation, a dealer, broker and investment banker, and an affiliated person of Tri-Continental Corporation and Selected Industries Incorporated, investment companies registered under the Investment Company Act of 1940, having made application on behalf of affiliated persons of Tri-Continental Corporation and Selected Industries Incorporated and affiliated persons of such persons (hereinafter referred to as the Affiliated Persons) for exemption from the provisions of subdivisions (1) and (2) of section 17 (a) of said Investment Company Act for certain transactions of the Affiliated Persons to be made with or through applicant or its wholly owned subsidiaries, Union Corporation and Broad Street Sales Corporation (hereinafter referred to as the Dealer Companies); a hearing on the application having been duly held after appropriate notice; the Commission having examined the record and having this day issued its finding and opinion in the matter;

I. It is ordered, That sales of securities to and purchases of securities from the Dealer Companies, acting as principals in the ordinary course of their business as dealers or investment bankers, by the Affiliated Persons be and hereby are exempted from the provisions of subdivisions (1) and (2) of section 17 (a) of the Investment Company Act of 1940, *Provided that:* Such sales and purchases shall be by persons other than General Shareholdings Corporation, Capital Administration Company, Ltd., Broad Street Investing Corporation, J. & W. Seligman & Co., Tri-Continental Corporation, Selected Industries Incorporated, or a company or companies (except the Dealer Companies) controlling, controlled by or under common control with Tri-Continental Corporation or Selected Industries Incorporated; and

II. It is further ordered, That sales to and purchases from the Dealer Com-

panies, acting as principals in the ordinary course of their business as dealers or investment bankers, by the Affiliated Persons, in connection with a primary or secondary distribution of securities made by Tri-Continental Corporation or Selected Industries Incorporated or by a company or companies controlling, controlled by, or under common control with Tri-Continental Corporation or Selected Industries Incorporated, be and hereby are exempted from the provisions of subdivisions (1) and (2) of section 17 (a) of said Act *Provided that:*

(a) The exemption provided in this paragraph II shall not apply to purchases by General Shareholdings Corporation, Capital Administration Company, Ltd., Broad Street Investing Corporation, J. & W. Seligman & Co., Tri-Continental Corporation, Selected Industries Incorporated, or a company or companies (except the Dealer Companies) controlling, controlled by, or under common control with Tri-Continental Corporation or Selected Industries Incorporated; and

(b) The portion of such a distribution purchased by the Affiliated Persons and the portion of such a distribution sold at retail by the Dealer Companies do not in the aggregate exceed 25% of the total amount of such securities offered by the Dealer Companies; and

(c) Any purchase made pursuant to this paragraph II by the Affiliated Persons shall be made either in the ordinary course of the purchaser's business as an investment banker, dealer, or broker and on the same basis as purchases by any other person engaged in the same line of business, or shall be made at the current retail price of the distribution and on the same basis as retail purchases are made by any other person; and

(d) The price at which such securities are purchased by the Dealer Companies does not permit them to realize a gross profit from sales to other dealers in excess of 2% of the initial public offering price on such distribution, or a gross profit on retail sales made to customers other than dealers in excess of the discount granted to all dealers on such distribution; and

III. It is further ordered, That purchases by the Affiliated Persons in connection with a primary or secondary distribution of securities from Tri-Continental Corporation or Selected Industries Incorporated or a company or companies controlling, controlled by, or under common control with Tri-Continental Corporation or Selected Industries Incorporated through the Dealer Companies, acting as agents in the ordinary course of their business as brokers or investment bankers, be and hereby are exempted from the provisions of subdivision (2) of section 17 (a) of said Act *Provided that:*

(a) The exemption provided in this paragraph III shall not apply to purchases by General Shareholding Corporation, Capital Administration Company, Ltd., Broad Street Investing Corporation, J. & W. Seligman & Co., Tri-Conti-

mental Corporation, Selected Industries Incorporated, or a company or companies (except the Dealer Companies) controlling, controlled by, or under common control with Tri-Continental Corporation or Selected Industries Incorporated; and

(b) The portion of such distribution purchased by the Affiliated Persons and the portion of such a distribution sold at retail by the Dealer Companies do not in the aggregate exceed 25% of the total amount of such securities offered by the Dealer Companies; and

(c) Any purchase made pursuant to this paragraph III by the Affiliated Persons shall be made either in the ordinary course of the purchaser's business as an investment banker, dealer, or broker and on the same basis as purchases by any other person engaged in the same line of business, or shall be made at the current retail price of the distribution and on the same basis as retail purchases are made by any other person; and

It is further ordered, That Union Securities Corporation file with the Commission, on or before the fifteenth day of the calendar month following the month in which the transactions occurred, detailed reports of all transactions made, to the knowledge of Union Securities Corporation, under this order. By the Commission.

[SEAL] FRANCIS P. BRASSOR,
Secretary.

[F. R. Doc. 41-3825; Filed, May 28, 1941;
11:36 a. m.]

[File No. 70-323]

IN THE MATTER OF THE MIDDLE WEST
CORPORATION

[File No. 31-512]

MICHIGAN GAS AND ELECTRIC COMPANY AND
THE ALBION GAS LIGHT COMPANY

NOTICE OF AND ORDER FOR HEARING AND
ORDER OF CONSOLIDATION

At a regular session of the Securities and Exchange Commission, held at its office in the City of Washington, D. C., on the 28th day of May, A. D. 1941.

The Middle West Corporation, (hereinafter referred to as Middle West) a registered holding company, having filed a declaration or application (or both), pursuant to section 12 (d) of the Public Utility Holding Company Act of 1935 (hereinafter referred to as the Act) and Rules U-44 and U-23 promulgated thereunder, regarding the sale by Middle West to Albert E. Peirce of Warrenton, Virginia (hereinafter referred to as the Purchaser), subject to the terms and conditions of an Agreement dated May 14, 1941, of all of the securities of its subsidiaries, Michigan Gas and Electric Company (hereinafter referred to as Michigan) and The Albion Gas Light Company (hereinafter referred to as Albion) owned by Middle West, for a total consideration of \$525,000 in cash, said securities being as follows:

Name of company	Description of securities	Number of shares or aggregate principal amount
Michigan Gas & Electric Co.	\$6 non par prior lien stock, without par value.	Shares 4,878
	Common stock, par value \$100 per share.	11,670
	Common stock, without par value.	1,250
The Albion Gas Light Co.	First mortgage seven percent 20-year gold bonds, due Mar. 1, 1942 (by consent of the holders of \$149,900 principal amount of these bonds out of \$150,000 principal amount outstanding, the interest rate has been reduced from 7% to 5% unless 7% is actually earned).	Dollars 29,900
	Unsecured 5% demand note, dated Apr. 30, 1936, in the principal amount of \$100,000, payable to The Middle West Corporation, together with all unpaid accrued interest thereon.	Shares 500
	6% preferred stock, par value \$100 per share. Common stock, par value \$100 per share.	1,000

Said Michigan and Albion having filed an application requesting that the Commission enter an order, pursuant to section 2 (a) (8) of the Act, declaring that said Michigan and Albion are not subsidiary companies (within the meaning of the Act) of Middle West in view of the execution of said Agreement mentioned above, and exempting applicants during the life of said Agreement from all obligations, duties and liabilities imposed by the Act upon them as subsidiary companies of said Middle West;

Said Agreement providing in effect that immediately after the Commission shall enter an order or orders, (a) approving the sale of said securities to the Purchaser upon the terms and conditions therein set forth and (b) declaring

that said Michigan and Albion are not subsidiary companies of Middle West within the meaning of the Act in view of the execution thereof and exempting said corporations as subsidiary companies of Middle West, and an order or orders shall have been entered by the Michigan Public Service Commission authorizing the proposed plan of consolidation and the proposed refunding of bonds, both hereinafter described, Middle West (1) will recommend to the respective Boards of Directors of Michigan and Albion that the said plans, proposed by the Purchaser, for the consolidation of said Corporations and for the refunding of the outstanding bonds of Michigan, be approved and that meetings of the stockholders of said Corporations to vote on said plans be called and (2) will deposit with The Michigan Trust Company of Grand Rapids, Michigan, in escrow, the securities of said Michigan and Albion proposed to be sold by Middle West, together with such assignments and endorsements as are necessary to put them in transferable form, and proper instruments appointing said escrow agents the proxy of Middle West to vote all the shares of stock so deposited in favor of said plan of consolidation of said Corporations and in favor of said plan of refunding the outstanding bonds of Michigan, such securities, assignments and proxies to be held, exercised, and delivered pursuant to the terms of the escrow letter filed as an exhibit thereto.

The said plan of consolidation providing, among other things, that the total number of shares of all classes of stock which the consolidated corporation shall have authority to issue is 100,000 shares of which 50,000 shares shall be Preferred Stock of the par value of \$50 each, designated "5% Cumulative Preferred Stock," and 50,000 shares shall be Common Stock of the par value of \$20 each, and that the stockholders of Michigan and Albion shall be entitled to exchange their shares as follows:

Michigan Gas and Electric Company	Consolidated Corporation
1 Share Seven Per Cent Prior Lien Stock, par value \$100 per share, and accrued unpaid dividends.	2 Shares of 5% Cumulative Preferred Stock and 2 shares of Common Stock, or at option of holder, 1 share of Common and \$12 cash.
1 Share \$6 Non Par Prior Lien Stock and unpaid accrued dividends.	2 Shares of 5% Cumulative Preferred Stock and 1 1/2 shares of Common Stock.
1 Share Six Per Cent Preferred Stock, par value \$100 per share, and accrued unpaid dividends, or	5 Shares of Common Stock.
1 Share \$6 Non Par Preferred Stock and accrued unpaid dividends.	1 Share of Common Stock.
50 Shares of Common Stock, par value \$100 per share, or 50 shares of Common Stock without par value.	
The Albion Gas Light Company	Consolidated Corporation
1,000 Shares of Common Stock and 500 shares of Preferred Stock, owned by Middle West to be surrendered for cancellation, upon certain conditions.	30 Shares of Common Stock.

Said Purchaser also having proposed a plan to refund and retire the presently outstanding bonded indebtedness of Michigan, in the aggregate principal amount of \$4,261,000, with funds to be derived through the issuance and sale by

the consolidated corporation of new First Mortgage Bonds or First and Refunding Mortgage Bonds, maturing in 25 years, and bearing interest at the rate of 4% per annum, in the aggregate principal amount of \$3,500,000, and Unsecured

Notes or Serial Debentures in the aggregate principal amount of \$750,000, bearing interest at the rate of 3% per annum and maturing serially in 1 to 10 years after their date or the date of their issue, and use of treasury funds of the consolidated corporation to the extent necessary; the outstanding bonds of Albion to remain outstanding, secured by a Divisional Mortgage.

It appearing to the Commission that it is appropriate and in the public interest and in the interest of investors and consumers that a hearing be held with respect to said applications; that the two applications are related and involve common questions of law and fact in that evidence offered in respect of each of said matters may have a bearing on the other and substantial savings in time, effort and expense will result if the hearings on such applications are consolidated; and that such applications shall not be granted except pursuant to further order of the Commission;

It is ordered. That said applications be consolidated and that a hearing on such applications, under the applicable provisions of said Act and the rules of the Commission thereunder, be held on June 13, 1941, at 10:00 A. M. at the offices of the Securities and Exchange Commission, 1778 Pennsylvania Avenue NW., Washington, D. C. On such day the hearing room clerk in room 1102 will advise as to the room where such hearing will be held.

It is further ordered. That Edward C. Johnson or any other officer of officers of

the Commission designated by it for that purpose shall preside at the hearings in such matter. The officer so designated to preside at any such hearing is hereby authorized to exercise all powers granted to the Commission under section 18 (c) of said Act and to a trial examiner under the Commission's Rules of Practice.

Notice of such hearing is hereby given to such applicants and to any other person whose participation in such proceeding may be in the public interest or for the protection of investors or consumers. It is requested that any person desiring to be heard or to be admitted as a party to such proceeding shall file a notice to that effect on or before June 9, 1941.

The Commission reserves the right, if at any time it may appear conducive to an orderly and economic disposition of any proceeding or proceedings herein, to order a separate hearing concerning such proceeding or proceedings, to close the record with respect to either of the applications, or to take action on either of the applications prior to the closing of the record on the other application.

It is further ordered. That without limiting the scope of the issues presented by said applications particular attention will be directed at said hearing to the following matters:

1. The reasonableness of the consideration proposed to be paid to Middle West by the Purchaser.
2. Whether the proposed plan of consolidation of Michigan and Albion, in-

cluding the proposed exchange offer concerning the Preferred and Common stocks and the proposed refunding of the bonds of Michigan will be necessary or appropriate in the public interest or for the interest of investors and consumers.

3. What negotiations, if any, have been made, or are contemplated, in connection with the underwriting of the Preferred and Common stock of the consolidated corporation, and in connection with the refunding of the bonds of Michigan.

4. Whether it is necessary or appropriate in the public interest or for the protection of investors or consumers that Michigan and Albion be subject to the obligations, duties and liabilities imposed by the applicable provisions of the Act upon subsidiary companies of holding companies.

5. Whether or not the terms and conditions of the proposed transactions generally are detrimental to the public interest or the interest of investors or consumers.

6. What terms and conditions, if any, are necessary to insure compliance with the requirements of the Act.

7. Whether all proposed actions to be taken comply with the requirements of the Act and the rules and regulations thereunder.

By the Commission.

[SEAL]

FRANCIS P. BRASSOR,
Secretary.

[F. R. Doc. 41-3827; Filed, May 28, 1941;
11:37 a. m.]